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6d. FORTNIGHTLY

Edited by Sir John Hammerton

SEPTEMBER 18, 1942

HOME FROM DIEPPE after the fierce nine-hour raid by British, U.S. and Fighting French troops on August 19, these two Commandos—tired, battle-stained, but happy—have just stepped ashore at a British port. They triumphantly display the Union Jack which was planted by one of the first parties of British troops to land in the Dieppe area. The flag acted as a beacon to guide incoming raiders to the landing-stage, and assisted our men to find their way back to the waiting ships.

Photo, Exclusive to THE WAR ILLUSTRATED

ALONG THE BATTLE FRONTS

by Our Military Critic, Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

NEITHER the Russian offensive west of Moscow, nor the Dieppe raid, nor the R.A.F. bombing attacks on Germany can effect an immediate amelioration of the situation. They are encouraging signs of the potential offensive power of the Allies, but till the main German offensive is brought to a standstill their effects will not be fully felt. They should, however, affect Germany's reserve of power to an extent that if her original offensive plan fails to produce decisive results it would be impossible for her to make a major attempt in a new direction this year.

At the end of August the situation in Russia remained as critical as ever, for although the German drive had received checks and been slowed down it was far from exhausted. In Egypt the situation remained in suspense, possibly because the Axis Powers were unwilling while the Russian struggle was at its height to engage in operations which, if prolonged, would make serious demands on their reserves, rather than because Rommel was not sufficiently strong to strike an initial blow.

IN THE FAR EAST the outlook had become definitely more favourable with the consolidation of the recapture of the Solomons and the remarkable successes achieved by the Chinese.

The possibility that the Japanese were concentrating their forces for an attack on Russia could not be ignored. Owing to the growing strength of the Allies and Japan's naval losses the probability of major attacks on India or Australia had receded, but an attack on Russia would—like the offensive in Chekiang—serve a defensive purpose, for, if successful, it would close the door to eventual counter-offensive by the Allies in a vital region.

Although Japan may undertake this or other offensive operations I consider that in the broadest sense she is now strategically on the defensive, and will remain so unless she can gain some tactical success which would retrieve the naval predominance in the Pacific lost in the Coral Sea and Midway Island encounters.

THEY FOUGHT AT DIEPPE

Military

Under the command of **Maj.-Gen. J. H. Roberts, M.C.**, the military forces were drawn from the following units of the Canadian Army :

Royal Regiment of Canada
Royal Hamilton Light Infantry
Essex Scottish Regiment
Camerons of Canada
Fusiliers Mount Royal
South Saskatchewan Regiment
14th Canadian Army Tank Battalion

In addition the following Special Service Brigade troops took part :

Nos. 3 and 4 Commando
Royal Marine "A" Commando
Detachments from a U.S. Ranger Battalion and Inter-Allied Commando (No. 10)

Naval

Under the command of **Capt. J. Hughes-Hallett, R.N.**, the naval force included a Polish destroyer and some Fighting French Chasseurs. One destroyer, H.M.S. Berkeley (Lt. J. J. S. Yorke, R.N.), was lost, with a number of landing craft.

Air

Under the command of **Air-Marshal T. L. Leigh-Mallory, D.S.O.**, aircraft were engaged from all the operational commands of the Royal Air Force, from the U.S. Army A.F., the Royal Canadian A.F., the Royal New Zealand A.F., and Polish, Czech, Norwegian, Belgian and Fighting French squadrons.

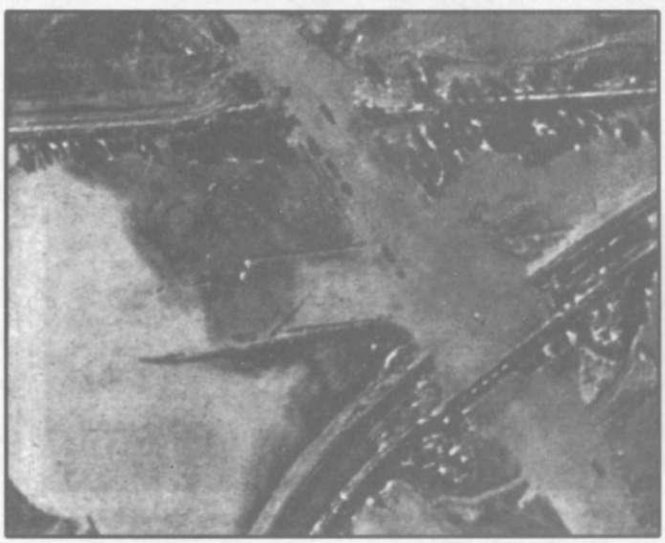
WESTERN FRONT The story of the Dieppe raid is told fully elsewhere (*see* pages 196 to 201). The value of the raid cannot, of course, be tested by the amount of damage sustained by the enemy, though the damage inflicted incidentally on the Luftwaffe was sufficient to have real importance.

As a rehearsal the raid showed only how the first scene of an opposed landing would go. Later scenes, such as the extension of the bridgehead, the deployment of a large army, and the landing of immense quantities of reserves of stores and equipment, are problems on which no light was thrown. Nor, in view of the short time covered by the raid, were any attempts made to interfere with the movements of the enemy's main reserves, which might have introduced features notable by their absence, but which discretion forbids mention.

In counting the cost of the raid it should be realized that it involved two major operations—disembarkation and, probably the more costly, re-embarkation.

The information obtained in the raid and the training and experience gained obviously are of great value, but can only be fully assessed by those in possession of complete reports.

The progressive increase in bombing Germany has been evidenced by its extension to new and more distant targets. With longer nights the extension will presumably become even more marked.



DON BRIDGES destroyed by the Russians, are seen at a bend of the river in this photograph, taken from a German aircraft. The enemy's powerful bid to cross the Don imposed enormous losses upon the Germans, wave after wave of reserves being thrown in to force a decision. *Photo, New York Times Photos*

RUSSIA When the Germans succeeded in crossing the Don at its elbow and in establishing a bridgehead from which panzer troops could operate, the fate of Stalingrad seemed to be sealed. Almost at once a serious panzer breakthrough and the development of a terrific air attack strengthened forebodings.

But once again the Russians, as last year at Moscow in its most threatened hours, reacted with amazing gallantry and displayed determined and efficient leadership. Stubborn defence and prompt and well-directed counter-attacks inflicted heavy losses on the panzer spearhead and placed it in a precarious position.

The first German thrust was thus parried, but Von Bock, though checked, maintained pressure, and while bringing up reinforcements, savagely bombed Stalingrad ; partly no doubt in hopes of damaging morale, but presumably also to interrupt Russian regrouping movements and to destroy establishments producing munitions. Meanwhile the Russian force still retaining their hold on part of the area on the west bank of the Don within the elbow continued to make gallant counter-attacks, though they can hardly have been in sufficient strength to have had much more than a nuisance effect.

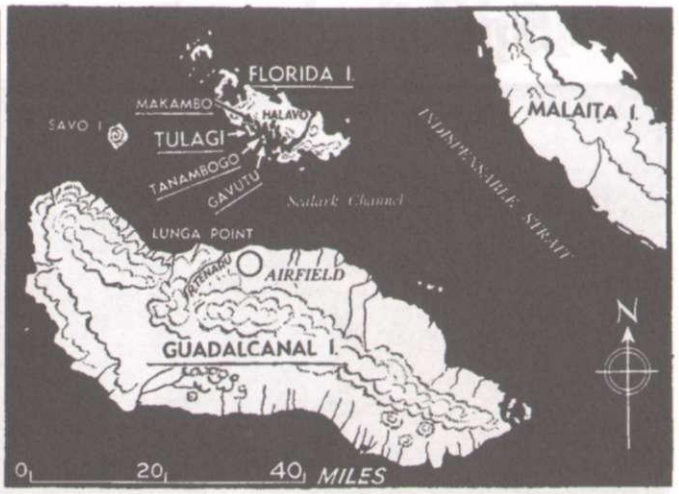
MORE important was the stubborn and active resistance offered to the German force directed north-east on Stalingrad from the Kotelnikovo direction. I had expected that this force would constitute the greatest danger to Stalingrad and that the direct attack across the Don might be postponed till the two attacks could cooperate closely. Possibly Von Bock considered this southern attack would suffice to draw off a substantial part of Timoshenko's available forces and that he could not afford to lose time. It would seem in any case that the operations on the Caucasus front conducted with such a wide dispersion of force may have prevented the reinforcement of the Kotelnikovo army to a strength adequate for its role. There is a limit to which even the Germans can safely afford to disperse their immense strength.

MOSCOW FRONT. At the end of August the Russians crossed the Upper Volga, west of Rzhev. The line in this map depicts approximate Soviet positions on August 30. *By courtesy of The Times*

On the Caucasus front itself, although the Germans continued in the last half of August to make progress, their advance was slowed down and the Russian resistance in the hills stiffened—though it hardly appears to have been quite as determined as at Stalingrad. On the whole, it seems possible that the Germans, intent on securing the maximum results in the short time remaining of the campaigning season, may have undertaken more than they can carry through. I can hardly believe, however, that they intend to attempt to overrun Transcaucasia this year ; and their attacks on the Caucasus passes may mainly be to secure an easily-held line with good lateral communications, pending further operations next year.

The attacks directed on Novorossisk and Tuapse, aimed at reducing the power of the Black Sea fleet, are of a different order and attempts to press them home must be expected.

It is difficult to estimate what prospects of success Zhukov's counter-offensive has. Rzhev, Briansk, and other key-points in the



FIGHTING IN THE SOLOMONS resulted in the defeat of the Japanese, six important islands being firmly held by the Americans. U.S. forces in the Guadalcanal and Tulagi area established their positions despite frantic enemy attempts to dislodge them, and Japanese losses were accordingly heavy. A U.S. tank (above, left) makes its way to a forward position on Guadalcanal. American Marines in the background are seen resting during a lull in the fighting. The six islands occupied by the U.S. forces are underlined in the map, above right. *Photo, Keystone. Map, The Daily Mail*

German defensive front must by now be fortresses of great strength and well stocked with munitions and supplies of all kinds. Their capture, if they are held by adequate garrisons of good troops, which must be assumed, would be a great feat. The interruption of the railways by which communication with them still exists, would not produce immediate results, more especially as air transport could probably make good deficiencies in essential supplies.

Zhukov may capture the outer defences of the places, but the hard core of resistance will be immensely difficult to penetrate. It seems probable, however, that he will be able to destroy the value of the centres as springboards for a renewed offensive against Moscow, which presumably the Germans still contemplate or wish to maintain as a threat.

How far it may be possible for Zhukov to by-pass and invest the German strong points depends partly on the strength of Germany's defensive reserve, but an even greater obstacle to such a policy would be the lack of railways, especially when rain and snow limit motor transport. Few lines could be used, for practically all are blocked by German keypoints. The importance of Rzhev, Vyasma and Briansk lies, obviously, in the fact that they are great railway centres.

The apparent inability of the Russians to exploit success to the depth or with the rapidity achieved by the Germans is no doubt in part due to the difficulty of re-establishing railway communications where gauge has been changed from broad to normal. In the last war the Germans took the precaution of cutting down sleepers to a length that made them useless for broad-gauge reconstruction, and they have probably done this again.

Zhukov's offensive may make a valuable contribution towards exhausting German strength and in compelling them to undertake operations that formed no part of their preconceived plans, but I do not think it can be expected to achieve sensational, immediate changes in the situation.

MILNE BAY, New Guinea, was the centre of violent fighting when the Japanese attempted a landing on August 26. Australian troops repulsed enemy patrols. Map shows position of Milne Bay in relation to Port Moresby. *The Daily Mail*

EGYPT Though Rommel had received strong reinforcements and was expected to take advantage of the August full moon, he made no move; and at the end of August the situation was still in suspense, with General Alexander's troops the more active. [General Sir H. R. L. G. Alexander's appointment as C.-in-C. Middle East in succession to General Auchinleck was announced on August 18, while at the same time Lt.-Gen. B. L. Montgomery became G.O.C. Eighth Army in Egypt].

The successful reinforcement of Malta and the activities of Allied submarines and aircraft on his sea communications may have made Rommel hesitate. The calls made on the Luftwaffe in Russia and for defence in Germany may also have left him with little hope of establishing air superiority.

It is more than ever evident that his invasion of Egypt was a remarkable exploitation of an opportunity, and not the development of a preconceived plan. It very nearly earned its reward, but it entailed the formation of a new plan which probably requires the assurance of continuous support in what might be prolonged operations.

FAR EAST By the end of August consolidation of the recapture of Tulagi and adjacent islands in the Solomons was completed. The Japanese abortive attempts to retrieve the situation give proof of their discomfiture and it is surprising that they were not made in greater strength.

Their landing at Milne Bay in south east New Guinea shows an immediate intention to make a serious attack on Port Moresby, but the strategic intention may be mainly defensive to gain such control over the Torres Straits as would interfere with future offensive movements by the Allies.

The decisive defeat, under unfavourable conditions, of the Japanese landing is fresh proof of the quality of the Australian troops. General Clowes, whose conduct in the action has been commended, has earned the distinction of being the first general to fight in a landing battle on Australian territory. He must have just turned fifty, for he was in the first batch of cadets to join the Australian Royal Military College at Duntroon when it was founded in 1911. He was then an outstanding figure, good all round and a remarkable athlete. Though of a quiet personality, his strength of character and capacity for leadership were evident. Meeting him in England not many years ago I was delighted to find that he had lost none of his early aptitude. He is a Queenslander, but unlike most Queenslanders, is on the short side.

CHIANG KAI-SHEK'S armies have had remarkable successes and have already recovered some of the air bases, the denial of which to the Allies seemed to be the main object of the Japanese Chekiang offensive. It is difficult to believe that the Chinese could have made such progress if the Japanese had not decided to carry out at least a partial withdrawal of their armies, in order to concentrate their strength for a new enterprise.

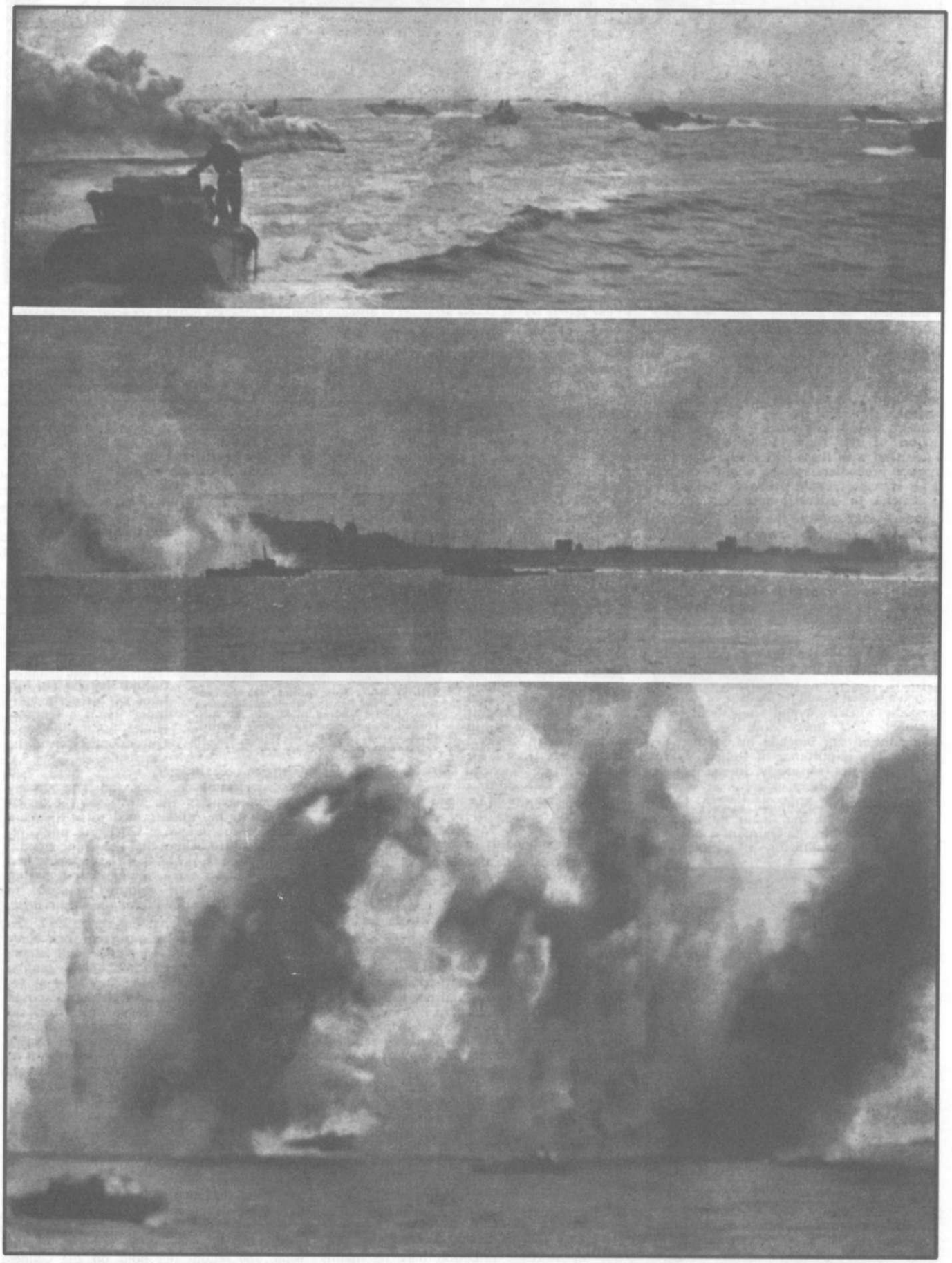
If so, what will that enterprise be? To me it seems improbable, now that their Navy has been weakened, that they will attack India or Australia. Either would require larger forces than anything they have as yet used, and involve longer and more exposed lines of sea communications. An attack on Russia seems more probable, for although it would also entail large forces a considerable part of the army required is already on its starting line, and its sea communications would be immensely shorter and less vulnerable.

The bombing of Tokio, which probably provoked the Chekiang offensive, has shown how sensitive Japan is to a threat of attack on her home bases, and the elimination of the threat from Vladivostok may well appear to her a necessary defensive measure.

It is true that an air offensive might also be developed against Japan from China, but so long as Japan has control of her home waters she can reinforce her armies in China; and while she retains her hold on the Chinese coastal territory she is provided with a protective shield. The chance of securing a similar shield in Siberia may seem too good to be missed

Gen. the Hon. Sir H. ALEXANDER (left), it was announced on August 18, has succeeded Gen. Sir C. Auchinleck as C.-in-C., Middle East, while Lt.-Gen. B. L. MONTGOMERY (right) now commands the 8th Army in Egypt. *Photo, British Official*

Speeding to Battle Across the Channel



THE LANDING AT DIEPPE by Allied troops in the great Combined Operations raid on August 19 was due in no small measure to the magnificent work of the Royal Navy. Invasion craft approach the French coast at dawn under cover of a smoke-screen (top). A view of Dieppe during the raid (centre). German coastal batteries and dive-bombing attacks failed to prevent the landing force from carrying out most of its objectives. Some idea of the fierceness of the enemy barrage can be judged from the bottom photograph.

Photos, Canadian and British Official

How Britain's Commandos Attacked Dieppe

Officially described as "a reconnaissance in force," the attack on Dieppe that was carried out on August 19, 1942, was the biggest and most successful "commando raid" to date. The following account is based on the communiqués issued by Combined Operations H.Q., made more vivid by passages from the stories of eye witnesses of the action.

FOR hours they had steamed across the star-spangled Channel towards the coast of France. Now shortly before dawn they arrived off Dieppe at the exact moment stated in the operation schedule. As Lt.-Cmdr. T. Woodroofe put it in a broadcast, "The Royal Navy had carried a large military force right through an enemy minefield in the middle of the night without loss—without, in fact, disturbing the sleep of any one of the soldiers it was carrying. . . . The passage across the Channel was a triumph for the professional sailor."

For their objectives the raiders had the testing by an offensive, on a larger scale than previously, of the defences of what is known to be a heavily-defended section of the coast; the destruction of German batteries, a radio-location station which has played a most important part in the German attacks

Maj. J. BEGG (left) led the Canadian tank crews into the attack. Maj.-Gen. J. H. ROBERTS, M.C. (right), commanded the military force. *Photos, Canadian Official*

on our Channel convoys, German military personnel and equipment; and the taking of prisoners for interrogation. Heavy opposition was anticipated, since it was known that, as a consequence of our avowed aggressive policy, the Germans had recently been heavily reinforcing the coastal defences of the whole of the occupied territory. Before the day was out it was to be made clear that the enemy had brought additional troops and guns to the Dieppe area quite recently.

AT 4.50 a.m. or thereabouts the troops were put ashore on the beaches to the east and west of Dieppe, and in the front of the town itself, the landings being covered by a heavy bombardment by the naval guns and the R.A.F.'s aerial umbrella. First to achieve their objective were the men of Lord Lovat's No. 4 Commando, who sprang ashore west of Dieppe at Varengeville.

They were entrusted with the destruction of a German battery, and only a few hours before they had been told by Admiral Lord Louis Mountbatten, Chief of Combined Operations, "Your task is most vital. If you don't knock out that German battery the whole operation will go wrong. You have got to do it even at the greatest possible risk." While half of the Commando, covered by mortar fire, made a frontal attack up the white cliffs, another half, led by Lord Lovat himself, landed a little farther west with the intention of taking the battery in the rear.

UP the cliffs went the Commando men, through narrow cracks and gullies which might have been death-traps had the Germans been more prepared. As it was, most of the remarkably few casualties were the work of snipers. Soon the mortars were in action against the German guns. Then, says A. B. Austin, representative of ten national newspapers, who had accompanied the Commando men to the beach, there came an explosion that seemed to be "the father and mother of all explosions," and presently there came back through the trees Major Mills Roberts, the leader of their part of the Commando force, and he was grinning with pleasure. "We've got their ammunition dump," he said; "mortar shell bang on top of it. Bloody fools—they'd got their ammunition all in one lot." A minute later came the message from Lord Lovat: "Flak gun demolished 06.50," and hard on its heels another: "Assault has gone in."

To get at the German gunners the attackers had to cross open ground under fire from carefully-concealed snipers. Two Commando officers fell and several men, but once across the battery wire, says Mr. Austin, it was man-to-man in as fierce an all-in struggle as anywhere that day.

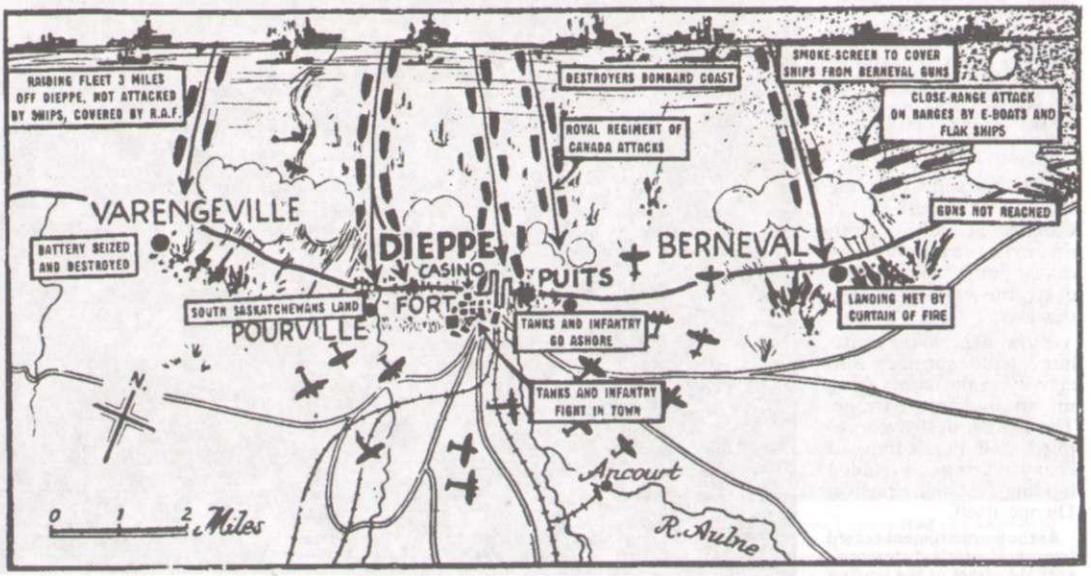
Sniping from his office window was "Hauptmann und batterie Fuehrer" Schoeler, the battery C.O. A trooper kicked in the door, sprayed him with tommy-gun bullets. "Couldn't take him prisoner," he said; "it was him or me." Another trooper killed four Germans and got his section out of a nasty corner after his section and troop leaders had been killed. Working with him was an Army boxing champion fighting in his black and white laced boxing pumps. It was as much a fight of bayonet as of bullet. Troopers barged in and out of battery huts and the houses near, thrusting, stabbing, firing. On the battery commander's wall, along with the battery's list of

Lt.-Col. LORD LOVAT, whose No. 4 Commandos were the first men of the Dieppe raiding force to jump ashore, is seen above, left, comparing notes with an officer on returning to a home port. *Photo, British Official*

names, was an order of the day: "Dienstplan für mittwoch den 19 August, 1942," it was headed, and the first item after rising was: "6.45–7.00 Frühsport" ("physical jerks"). The battery had its "frühsport" all right, and at the right time, but not quite of the planned type. Farther down the order of the day read: "10.45–11.45: Geschütz-exerzieren" (firing practice). Wednesday's firing practice was gravely upset.

When Lord Lovat and his men left the battery there was not a gunner alive except for some prisoners. The ammunition had been blown up, and the six great guns had been shattered by explosive charges detonated inside them.

MEANWHILE the attack on a second German battery to the east of Dieppe, near Berneval, was going not at all well. By a thousand-to-one chance it happened that an enemy convoy was passing along the coast just as the landing was about to begin, so



THE BATTLE OF DIEPPE. Two landings were made by tanks, Canadian infantry and engineers at Dieppe itself, when forces penetrated the town's defences. At Pourville and Puits the Canadians made pincer thrusts against Dieppe. A battery of 6-inch guns was destroyed at Varengeville and many Germans killed or taken prisoner. Canadian landing forces were sighted on their way to the shore and attacked by E-boats at Berneval. These men valiantly carried on, though they were unable to reach their objective—another battery. *Map, Daily Express*

COMMANDO ATTACK ON DIEPPE (Cont.)

that not only were the Commando craft severely damaged by German flak ships and E-boats, who held their fire until they were only about 200 yards away, but—much more important—warning was given to the Germans defending the coastal batteries.

So it was that (to quote from Reuter's correspondent, Alan Humphreys, who was in one of the tank-landing craft moving off shore) when the Commandos succeeded in landing on the assignment beach they simply walked into a curtain of fire. It came from every small arm the enemy could muster. The defenders even trained their anti-aircraft guns on the beach. Against this rain of death the Commandos, who had needed some measure of surprise to succeed, spent themselves in vain. The guns, first vital objective of the raid, were never silenced, despite the greatest efforts and sacrifices of the Commandos.

But though the attack in this sector was defeated, a small band of Commandos, too small to take the big guns by assault, sniped at them for four hours with exasperating diligence, so preventing them from bringing the full weight of their guns to bear on the crowded British anchorage at Dieppe.

While these two main parties of Commandos were going into action, "sneak" landings were made on the beaches of Dieppe by the South Saskatchewan Regiment at Pourville and by the Royal Regiment of Canada at Puits. Both encountered heavy opposition, which they overcame only with serious loss.

By now the whole coastline had sprung into activity as the Nazis flung up an immense barrage. The British destroyers replied, and a crescendo of heavy firing preluded landings on the beach at Dieppe itself.

As the bombardment ceased (reports Reuter's correspondent), the ramps of the landing craft dropped and tanks crunched their way across one of Europe's most popular peacetime playgrounds. With the tanks went the men of the Royal Canadian Engineers to clear the way for tanks to enter the town. There was also an infantry assault on the beach by the Royal Hamilton Light Infantry (of Hamilton, Ontario) and the Essex Scottish (of Windsor, Ontario). The battle was joined.

The thunder of battle rolled over the town of Dieppe; the sky was filled with aircraft—British aircraft, bombers and fighters. At all levels and in all directions they flew, in twos, in fours, in twelves, in eighteens; flying in line, in formation, in loose bunches; flying straight, in great circles, in wide sweeps, in tortuous convolutions uncountable in their great number. "Just like bees round a beehive," said a Canadian corporal.

Equally amazing was the scene on the sea. From close inshore to three miles out lay an armada of all types of craft as thick as the fighters above them, most of them stopped, but with an occasional light craft cutting swiftly among them.

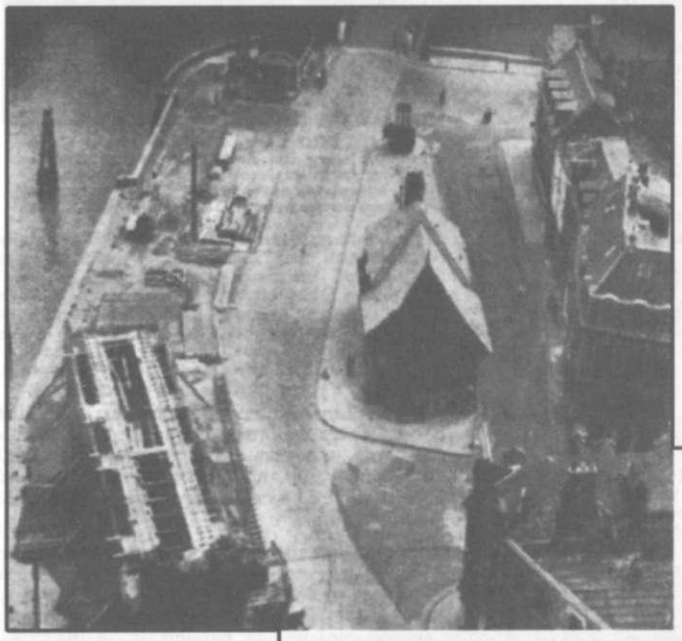
The hours passed. The time came for the withdrawal. A smokescreen along Pourville beach covered the return of the South Saskatchewans; heading northward, the warships, bombed now and again, laid a really terrific smokescreen, while squadron after squadron of British bombers made a bomb line behind which the tanks and Canadian infantry who had managed to fight their way towards the centre of Dieppe were withdrawn. "As we came home," writes Reuter's correspondent, "the battered remnants of the tank force fought a rearguard action which Canada can well write into her military history."

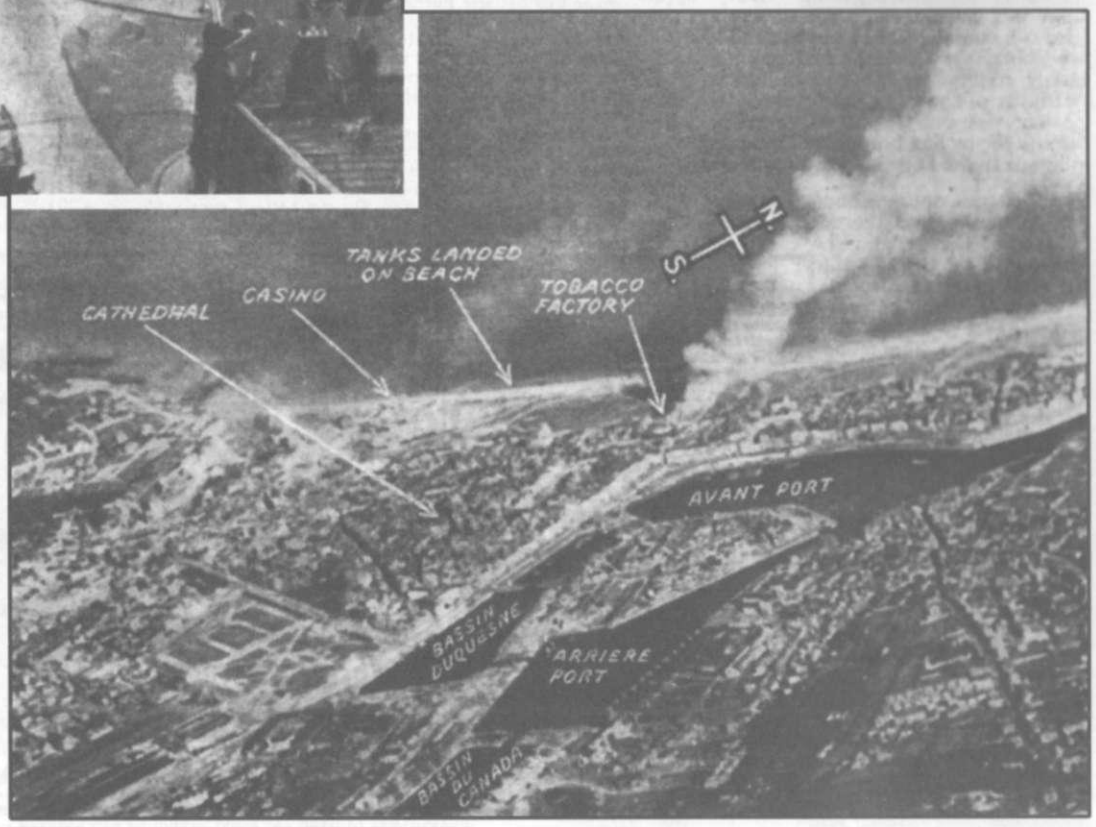
Naval craft did not leave the French coast until it was known that every possible man had been taken off.

"We had left many brave men behind, and no one will know how or when they died, but we carried out our object," reports Lt.-Cmdr. Woodroofe. "We had safely transported a large force of the Army across the Channel. We had landed them, including tanks, on the enemy coast; we had lain off that coast for nine long hours, and brought the soldiers off again. Our losses in ships, comparatively speaking, were small; but if it had not been for those Spitfires and the pilots who flew them, a good many of us would not have been in that flotilla steaming so bravely towards England.

"We had proved what we set out to prove—that we could transport a large force across the Channel, and land it on an enemy coast."

U.S. RANGERS, specially selected task troops, were the first American soldiers to be in action on European soil in this war. This group is seen on their return from the Dieppe raid. *Photo, British Official*





DIEPPE UNDER FIRE (right), a panoramic photograph taken during the raid. The photograph above of the Dieppe waterfront was taken by Army Cooperation aircraft several days before the raid on the French port. Workmen are seen running for shelter as the plane dives low. *Photos, British Official*

'Thumbs Up' at the End of a Memorable Day

RAIDERS RETURNING FROM DIEPPE are seen (1) embussing at their base port, watched by a group of interested spectators ; exhausted and begrimed though they are, the men give the " thumbs-up " signal (2). Two more of the storming party (3), one slightly wounded. 4. These small boys get the thrill of their lives as they chat with one of the Commandos. 5. Blindfolded German prisoners, seen with their captors, receive their first impressions of England.

Photos, Exclusive to THE WAR ILLUSTRATED

THE WAR IN THE AIR

by **Capt. Norman Macmillan, M.C., A.F.C.**

At no period of the war has the vital importance of adequate air cover for surface operations been so strongly emphasized. Two operations of different kind have demonstrated this recently in unmistakable fashion.

The last Malta convoy, steaming from Gibraltar to the island fortress, had to run the gauntlet of enemy air attack coupled with the attacks of submarines and torpedo-motor-boats. As will be remembered (*see* page 168) the operation was not completed without loss—the Admiralty described it as a limited success; but essential supplies did reach Malta. How important is its reinforcement with munitions and other articles can be understood when it is realized that in only one month of the German air attacks did more bombs fall on the whole of Britain than fell on Malta during last April. Sir Archibald Sinclair has said that 20,000 Maltese houses have been destroyed, including three-quarters of Valetta city, and from 30 per cent to 85 per cent of other towns.

In Malta the Army had to help the Air Force in ground maintenance. Air Vice-Marshal Sir Hugh Lloyd reported to the Air Minister: "But for the Army we should have been out of business. The aerodromes were in such a frightful state (from the bombing) that the rollers had to be used continuously for 24 hours on end. We were dependent on the Army. The Army was magnificent." All machinery and technical equipment had to be put underground. Rollers had to be protected by blast-proof pens.

The most intense air battle ever fought, its fury transcending even the air battles of Britain, was fought over Dieppe from dawn to dusk on August 19. It was directed from the Fighter Command Group H.Q. commanded by Air Marshal T. L. Leigh-Mallory, C.B., D.S.O. (*see* portrait opposite), who had operational control over units of Bomber and Army Cooperation Commands together with units of the United States Army Air Force and Allied Air Forces, for the occasion. This force provided the air cooperation for the Combined Services raid on Dieppe. The twin air objectives were: (1) to hold the air over Dieppe and the Channel so that our ground forces could land, carry out their task ashore, and re-embark, continuously protected from enemy air interference; and (2) to force the Luftwaffe to fight.

Just as dawn broke and the barges, boats, and warships approached the French coast, Spitfires, Hurricanes, and Bostons attacked the beaches and batteries. Machine-gun bullets, cannon-shells, and bombs cracked and fell among the German troops. Cannon-shells were fired into the anti-aircraft batteries in the Casino, gun emplacements on the beach, gun posts and defence positions on the headland of Dieppe.

Spitfires formed an air umbrella during the disembarkation, while Bostons attacked a heavy gun position east of the town. Hurri-bombers flew through a hail of flak from the centre of the town, ships in harbour, and the east and west cliffs to attack another heavy 4-gun battery a mile and a half south of Dieppe. Bostons and Blenheims laid smoke screens by dropping smoke bombs as our troops went ashore. Fighters were stepped up in layers from 100 feet to the sub-stratosphere at 30,000 feet, where vapour trails from two Spitfires formed a great V overhead.

Throughout the forenoon fighter squadrons kept up a relay of protective patrol over the area, while bomber squadrons with strong fighter escort dealt effective blows at troublesome enemy gun positions. After dropping its bombs, one bomber squadron fought its way out from the gun target allotted to it, through 25 enemy fighters. A patrolling Spitfire pilot said: "A battery west of the town was firing continuously and bashing at one little ship. Suddenly the whole battery went up in a huge orange flame which burned for half a minute. These guns fired no more."

One Hurri-bomber squadron finally silenced the coastal gun battery which held out longest on the cliffs east of Dieppe by attacks made at ground level.

Meanwhile, two squadrons of Flying Fortress bombers of the U.S. Army Air Force escorted by fighters of the R.A.F. and R.C.A.F. made a high level attack on the German fighter base at Abbeville, an aerodrome about 40 miles E.N.E. of Dieppe, causing bursts on buildings, runways, and dispersal areas, and starting fires. All Fortresses returned safely. The Luftwaffe was forced to call on fighters and bombers from the western zones in Belgium and Holland and elsewhere in France.

Army Cooperation Mustangs flew at ground level on reconnaissance, and, returning, reported the state of the battle to British and Canadian Army Air Liaison Officers.

More than 3,000 sorties were flown during the day. The air cover was complete. The very few German bombers who succeeded in breaking through the fighter shield were shot down. Every German who dropped a bomb near the Allied force was killed. The accuracy of their bombing was ruined as they were harried about the sky.

IN MALTA the Army is helping the R.A.F. by doing building and repair work on the aerodromes, and servicing Spitfires and Wellingtons. Here two soldiers are loading a bomb train for a waiting aircraft. *Photo, British Official*

Ninety-three enemy aircraft were definitely destroyed, nearly half of them bombers; more than 100 others were probably destroyed or damaged, but haze and smoke made it difficult for our pilots to see the end of their victims. We lost 98 aircraft of all types. Contrast these figures with those in the Battle of Britain when the Luftwaffe made the attack and lost aircraft in a ratio of five to one. Yet over Dieppe our pilots fought the flower of the Luftwaffe, in pilots and machines, for many of the best German fighter pilots were kept in France to guard against the R.A.F. Of the German aircraft destroyed, 48 were FW 190 and 29 were Dornier 217—Germany's latest fighters and bombers respectively.

The Allied force dropped more than 261,000 lb. of high explosive and anti-personnel bombs; they fired tens of thousands of rounds of machine-gun and cannon-gun ammunition.

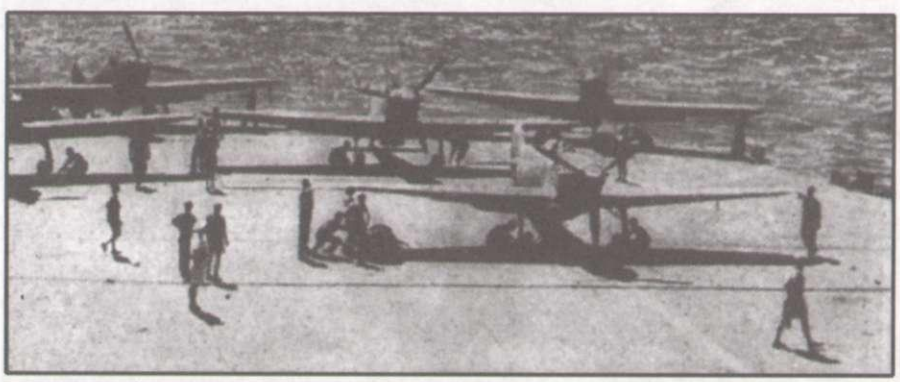
In addition to the R.A.F., the Allied forces included United States, Belgian, Czech, Polish, French, Norwegian, Canadian, and New Zealand air units—truly an international air force. Ground crews worked from 3 a.m. with a will. Their keenness made the thousands of sorties possible.

Next afternoon nearly 500 R.A.F., U.S.A.A.F., Dominion and Allied fighters swept over Northern France in a four-pronged sweep, while Fortresses bombed Amiens railway yards. The skies of France were quiet. The Luftwaffe was licking its wounds. Only the bombers were interfered with. All our aircraft returned.

On August 22 Spitfire pilots flew lower than 1,000 feet over Dieppe. Light flak alone greeted them. The heavy Dieppe batteries were unmanned and silent.

Bomber Command's main targets from August 15 to 29 were Osnabrück (50,000 incendiaries dropped), Flensburg, Frankfort, Wiesbaden, Kassel (locomotive and aircraft factories), Gdynia (Polish port used by the German Navy), Nuremberg (submarine Diesel-engine works), and Saarbrucken. We lost 85 bombers in these raids, and 8 more in lesser raids. In the same period Russian bombers attacked Berlin, Danzig, Stettin, and Koenigsberg, without loss.

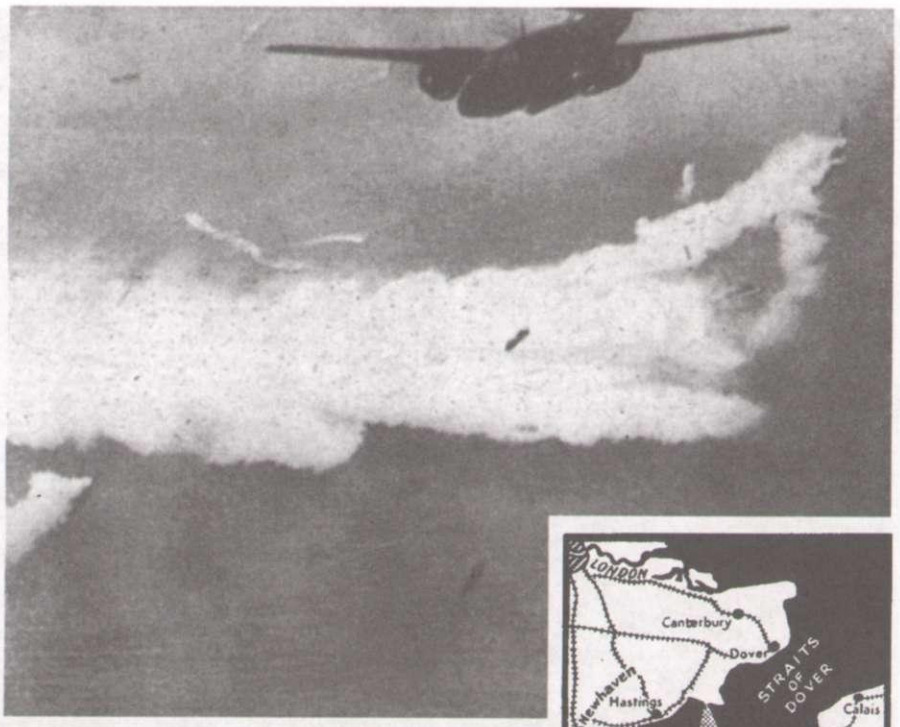
The Air Ministry is to investigate the circumstances of the Sunderland crash in Scotland in which H.R.H. the Duke of Kent was killed while flying to Iceland. I remember Squadron Leader Don, of No. 24 (Communication) Squadron, coaching Prince George, the Prince of Wales, and Prince Henry in flying at Northolt aerodrome in 1930. All three Royal brothers were keen pilots, but only the youngest became afterwards a serving officer in the R.A.F. All pilots who met the Duke will mourn him.



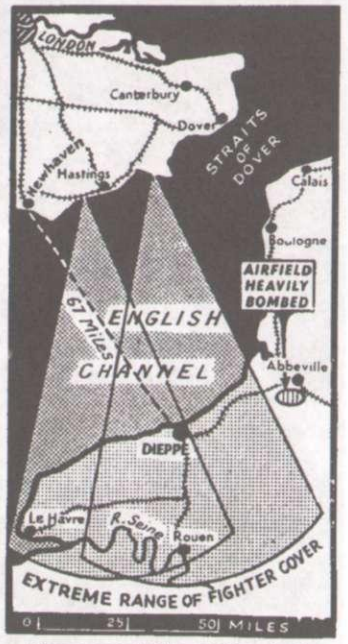
HURRICANE FIGHTERS, manned by the R.A.F. and specially adapted for operating from aircraft-carriers, were used for the first time in escorting the recent convoy to Malta. Up to that time all aeroplanes seen on the decks of aircraft-carriers were special naval types. *Photo, British Newsreel*

The R.A.F.'s Umbrella over Dieppe

Air Marshal T. L. LEIGH MALLORY, C.B., D.S.O., who directed the operations of the R.A.F. "umbrella" in the Combined Operations raid on Dieppe on August 19. He is the Air Officer Commanding the Group which, by reason of its location, was most concerned in the raid. Air Marshal Mallory has been responsible for the organization of Britain's Fighter offensive since 1940.



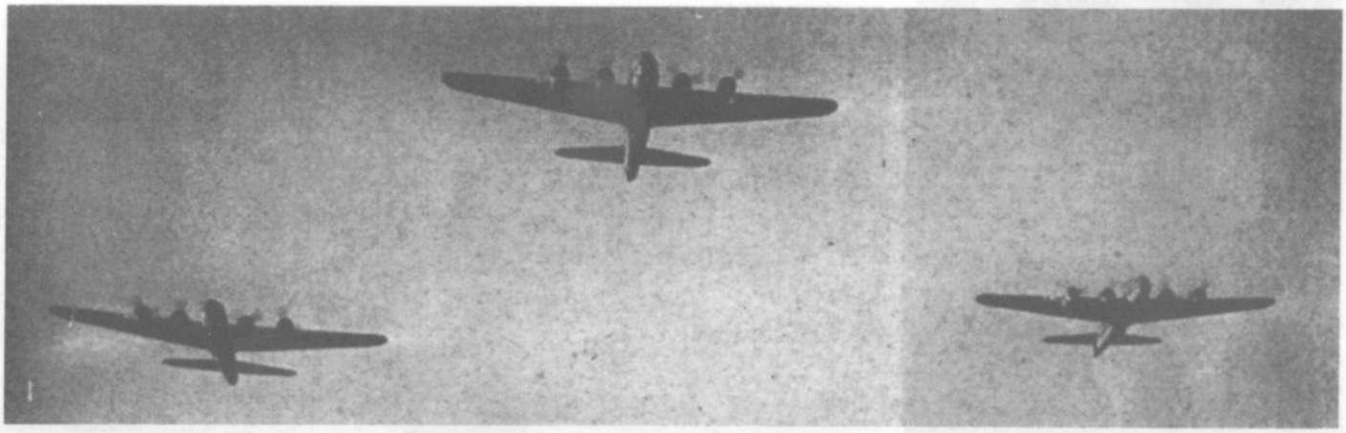
BOSTON BOMBER swoops in from the sea to silence a gun post at Dieppe; two bombs are dropping towards the target. The smoke screen is being laid by naval craft.

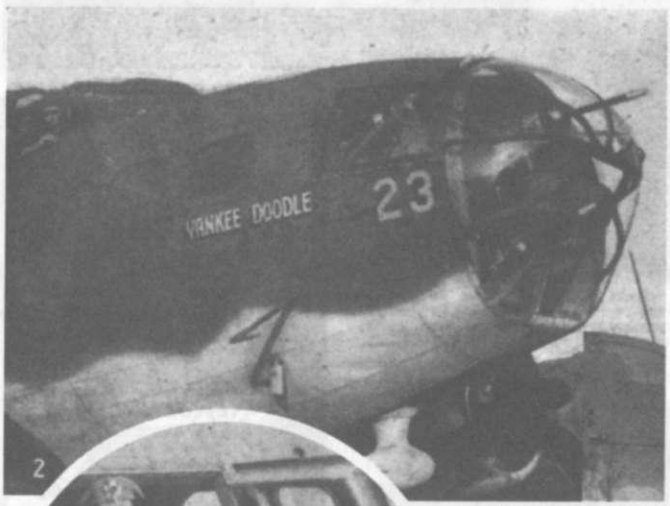


Dieppe area in its relation to the English coast, and the extent of the air cover provided by the R.A.F.

FIGHTERS IN THE RAID. Above, a Fighter formation which was one rib of the "umbrella." Right, U.S. mechanics servicing a Spitfire which, piloted by an American, took part in the operations. Circle, a Belgian ace who, in his Hurricane, led the Close Support Squadrons, the first to go over Dieppe. *Photos, British Official; Topical Press, Planet News, G.P.U. Map, The Daily Mail*

First All-American Raid on Nazi Europe

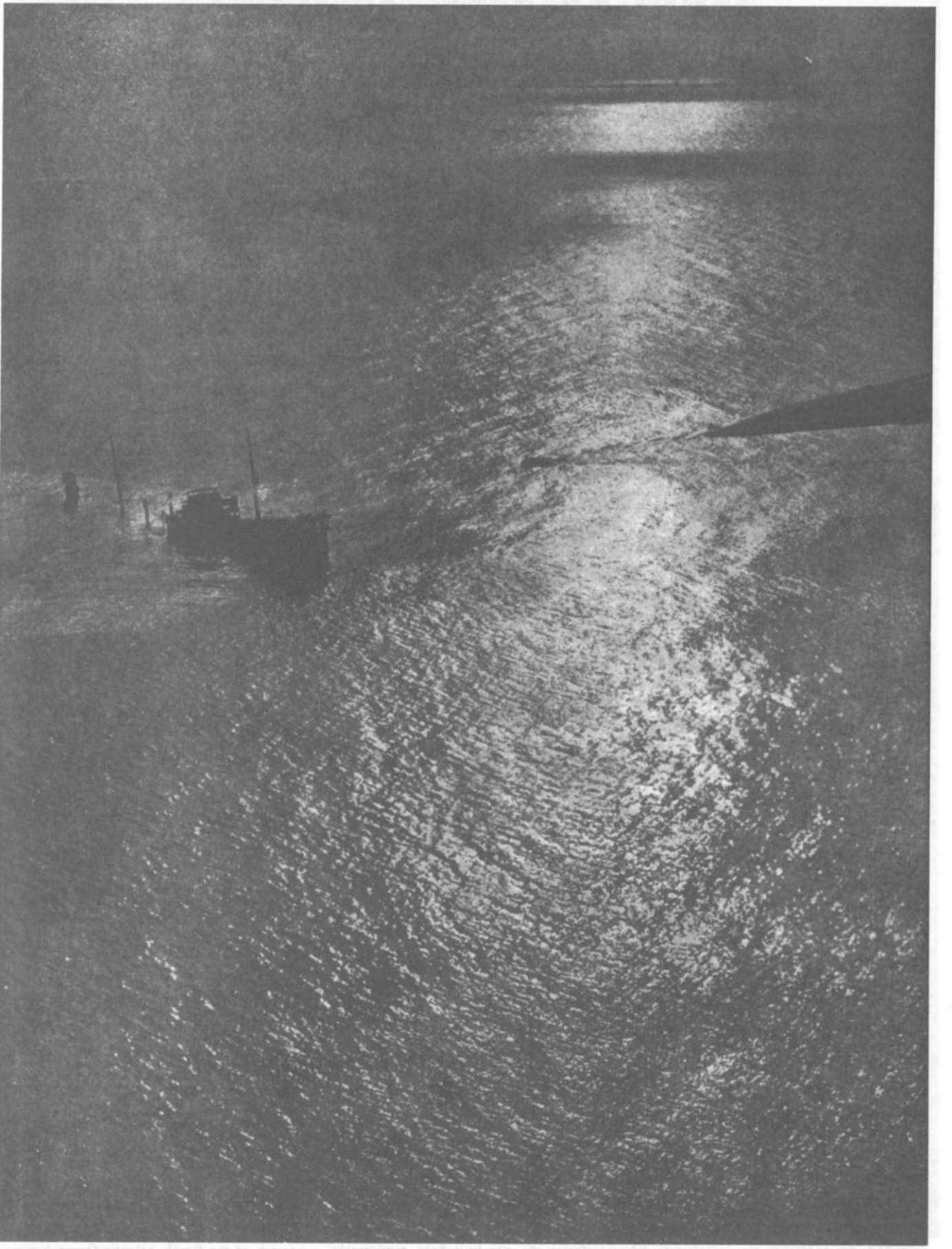




THE U.S. ARMY AIR FORCE on August 17, 1942, delivered a high-level attack on marshalling yards at Rouen. The giant formation of Flying Fortresses (1), protected by R.A.F. Spitfires, was led by Brig.-Gen. Ira C. Eaker (4), Commanding General U.S. Army Air Force Bomber Command, in the Yankee Doodle (2). Some of this aircraft's crew are seen in one of her gun turrets (3). The attack was completely successful, and every bomber returned safely to its base. For his part in this raid Brig.-Gen. Eaker was awarded the U.S. Army Silver Star (5). Two days later, as part of the Allied operations against Dieppe, two squadrons of Flying Fortresses attacked the German fighter base at Abbeville, and in the photograph below (6) bombs are seen bursting on specific targets : A, north dispersal area ; B, northern end of the N.E.-S.W. runway ; C and D, flak positions. In the right foreground are seven bombs released by a preceding aircraft.

Photos, British Official ; P.N.A., Barratt's

'Abandon Ship!' Yet Another Atlantic Drama



ATTACKED BY A U-BOAT in the dawnlit waters of the Atlantic this tramp steamer is sinking rapidly. But the crew is safe and has taken off from the doomed ship in lifeboats, one of which is seen as a small dark object in the centre of the photograph. The men are cheered and comforted by the reassuring presence of a U.S. Army coastal patrol bomber as it circles overhead, watching over them until the arrival of the rescue ship which it has summoned. On the extreme right is the wing-tip of the machine. PAGE 203

Photo, New York Times Photos

Brazil's Vast Bulk to Weight the Scales of War

"In the face of acts of war against our sovereignty," ran an official statement issued by the Brazilian Government on August 22, 1942—the most important of the acts referred to being the sinking of 19 Brazilian merchantmen by Axis U-boats since January 19, "we recognize that a state of war exists between Brazil and the aggressor nations, Germany and Italy."

IN America are two United States, and the larger is not the one almost universally referred to in that expression. The United States of Brazil with its three-and-a-quarter million square miles exceeds by nearly 300,000 square miles the territory contained within the continental area of the United States of America.

Brazil is indeed one of the world's monster states, only surpassed in size by the Soviet Union and China. It is bigger than the whole of Europe without Russia, and takes up nearly half of South America. Its chief river, the Amazon, is the largest in the world, unless we count the Mississippi and the Missouri as one; some geographers put its length at 4,000 miles, but no one knows for certain, since some of its upper regions have never been trodden by a white man's foot. To a very large extent, indeed, Brazil is an unexplored jungle, yet on the jungle's fringe and along the seaboard are towns and cities as go-ahead, as rapidly growing, as prosperous and generally comfortable as any in the Old World or the New

AND its resources are a match for its bulk. The world's greatest iron reserves are hidden beneath its soil. Not so many years ago Brazil was the world's greatest, indeed the only, rubber-producing country, and in its jungles millions of rubber trees grow wild. Very considerable proportions of the world's supply of cocoa, sugar, tobacco, and cotton are produced in Brazil; while as for coffee—in Brazil millions of sacks are destroyed in time of glut, such is this mad world of poverty in the midst of plenty in which we live.

Politically, Brazil is a republic like all the other states of South America, but its traditions are Portuguese and not Spanish. From 1500, when it was discovered by a Portuguese admiral, until 1822 it was part of the dominions of Portugal; from then until 1889 it was an Empire ruled by a scion of the royal house of Braganza. Then as a result of a revolution—the first of many—it became a republic with a federal constitution modelled on that of the U.S.A. Such it still was in 1930, when the present President, Getulio Vargas, acquired or seized power. After suppressing one of two attempts at revolution by rival factions, Vargas decreed a new constitution in 1934, and three years later carried out yet another coup d'état, which confirmed him in the position of dictator, which in fact he had been since his first election.

But, it has been urged, Vargas' dictatorship has little in common with that of Hitler or Mussolini. Under his rule Brazil is authoritarian but not totalitarian. Political parties have been suppressed; there is not even a government party as in Russia and Germany. Coloured shirts, badges, salutes and all the rest of the paraphernalia of present-day political partisanship are definitely banned. Brazilians seem for the most part to accept the dictatorship with a reasonably good grace, although there have been several abortive insurrections and the more incorrigible opponents of the Vargas regime have been given prison sentences of a savage length.

PRESIDENT VARGAS has been in power since 1930. Formerly a friend of Italy and Germany, he turned against them and their ideologies in 1938.
Photo, British Official

As for Dr. Vargas himself, it is difficult for most people, says John Gunther, to dislike him as he is always so friendly. He is one of the few smiling dictators, and his smile is not put on just to synchronize with the clicking of the camera's shutter. Although he is the most important political figure in South America, he has few enemies and is not given to vengefulness. He talks little: it is said of him that he can be silent in ten languages. His people make jokes about him—and he does not mind. When a newsreel in Rio shows pictures of the President playing golf his performance is such that the audience rocks with laughter.

ALL but his most bitter opponents agree that he has done great things for Brazil. Although his Government has abolished Trade Unions, its record for social legislation is claimed to be the most advanced in Latin America, except for Mexico and Uruguay. He has fostered agriculture and industry, built railways and airports, and doubled the road mileage; done something for public health, and more perhaps for education. But, says Gunther, the regime like to think that their greatest achievement is in the realm of political unification and stability, and perhaps they are right. Before Vargas' time Brazil was more a collection of states—there are twenty-three of them, including the Federal District of Rio de Janeiro, the capital—than a state; since he achieved power he has struck deliberately at the privileges and powers of the individual states, even going to the length of burning their flags at a public ceremony. He has done his utmost to abolish separatism, and his avowed aim is to give his country a true national sense, to give it progress, unity and order.

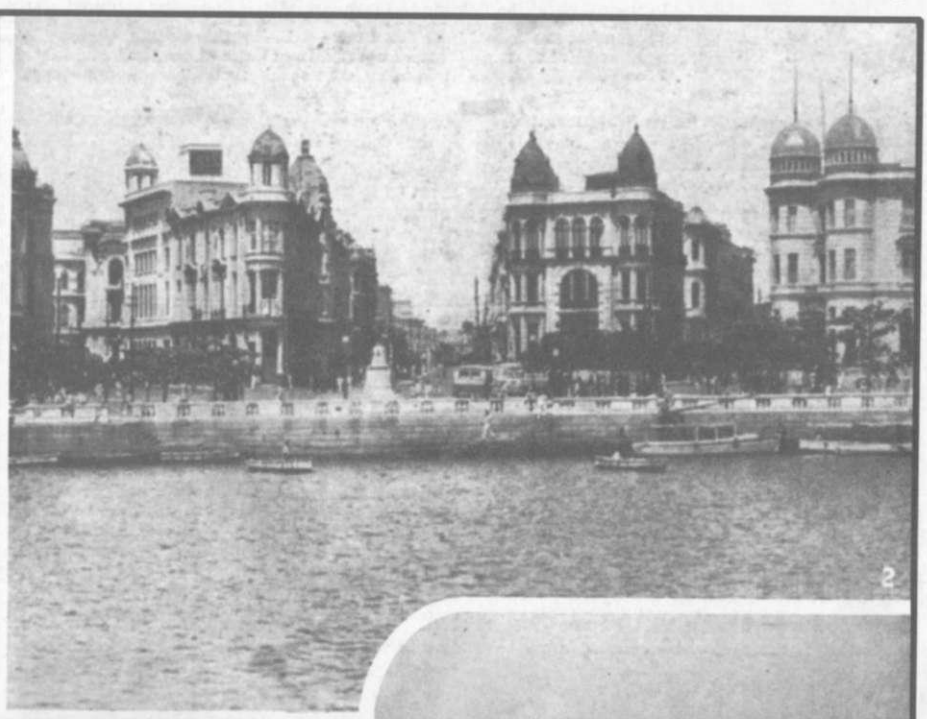
No one can doubt that this sense of unity has been lacking in the past, largely because of the vast size of the country and the tremendous distances which separate the chief centres of population, but also because of the very mixed character of the some 40 million Brazilians themselves. In the south the population is dominantly white, but in the north negro blood predominates, while the Amazon basin is almost entirely peopled by Indian tribes. So far as the whites are concerned they are for the most part of Portuguese descent, but at various times there have been very considerable waves of immigration, particularly from Germany and Italy. The number of Germans in Brazil is stated to lie between 800,000 and 1,000,000, and there are perhaps twice as many more of German descent, mostly concentrated in the three southern states. The Italians probably number about 300,000, and the flourishing city of São Paulo has been described as being almost as Italian as Turin.

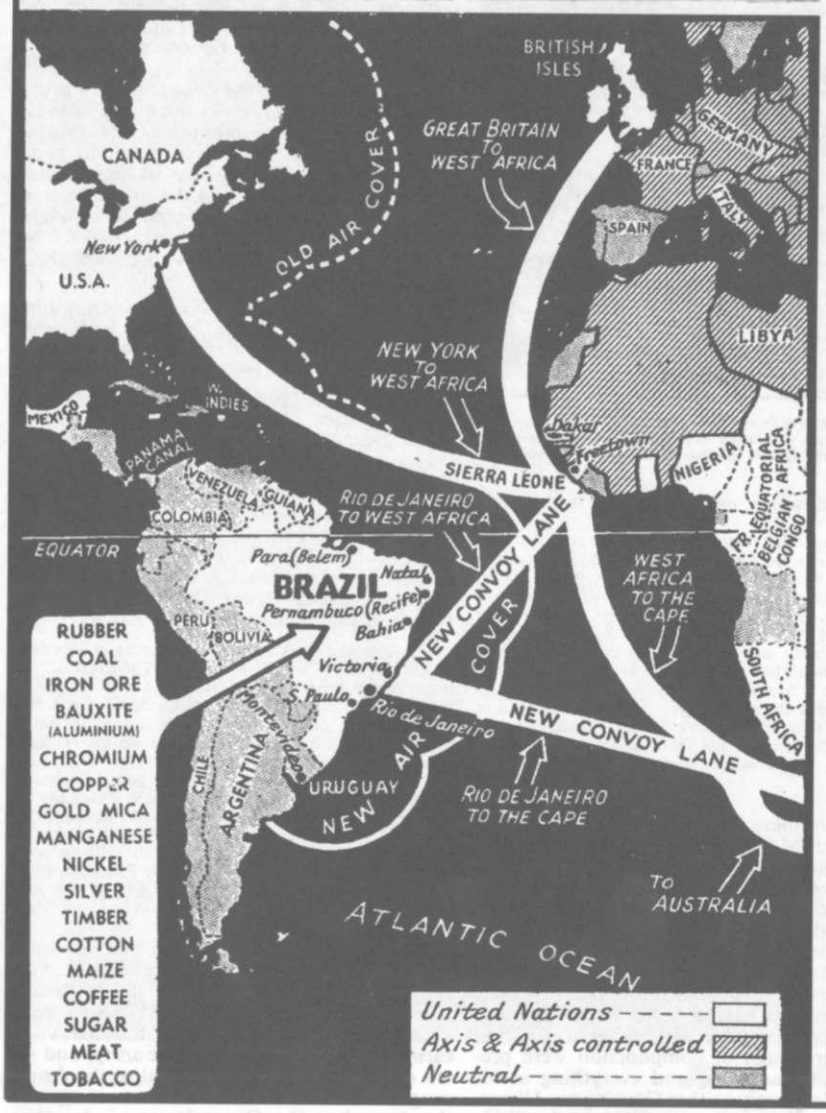
In the war with the Axis powers there is here obviously a fertile field for fifth-column plotters, and for years past Hitler has done all in his power to stimulate Nazism among the German elements in Brazil. But there is yet a third dangerously alien element—the Japanese, who are said to number some 200,000. The yellow invasion of Brazil began in 1912, and Japanese plantation companies, no doubt encouraged and subsidized by the Japanese Government, have succeeded in establishing in many parts of the country large and apparently prosperous colonies. As yet Brazil is not at war with Japan, but there is menace all the same in the presence of this host of yellow colonists.

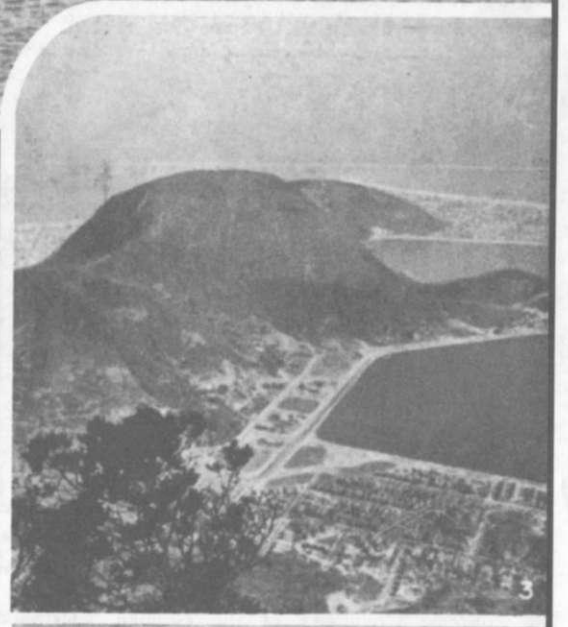
WHAT in conclusion does Brazil bring to the aid of the Allied cause? She has an army of 100,000 regulars and 300,000 trained reserves; she has a navy including two battleships, two cruisers, and a number of smaller vessels; she has a small but expanding air force. She has a number of harbours, some of them excellent: Rio de Janeiro and Santos are the chief. Then there are her vast stocks and vaster resources of raw materials. But more important than these even is the strategical consideration that the western side of the vital Straits of Dakar—that 1,500-mile-wide stretch of the South Atlantic Ocean between the Brazilian and the African "bulges"—is now brought under United Nations' control.

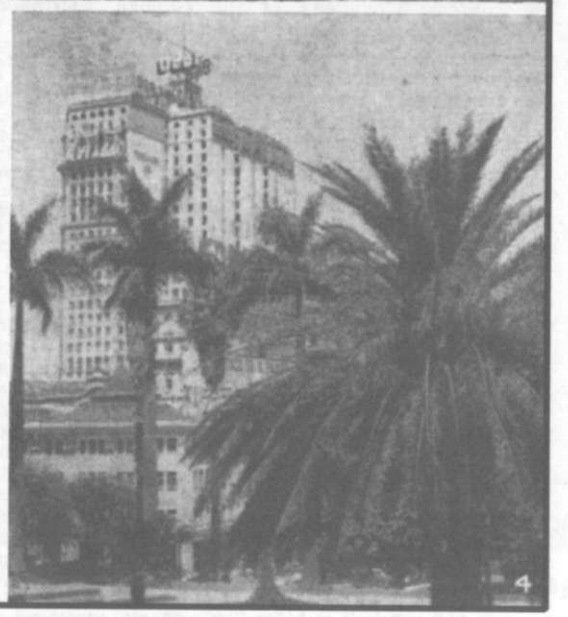
AT RIO DE JANEIRO the anti-aircraft defences ringing the city have been considerably strengthened since Brazil severed diplomatic relations with the Axis Powers last January. In this photograph the crew of an A.A. battery directional range-finder are demonstrating its efficiency.
Photo, Planet News

South America's Largest Republic Our New Ally









FINE CITIES OF BRAZIL. 1. Bahia, a great seaport, is built on a cliff and along the shore, the two parts being connected by elevators and winding roads. 2. Waterfront of Pernambuco (Recife), capital of the state of the same name. 3. Rio de Janeiro, the superbly situated capital of Brazil, seen from the peak of Corcovado, one of the forest-clad mountains that rise almost from its streets. 4. Tropical trees and modern skyscraper in São Paulo. Map shows how Brazil can help the Allied cause.

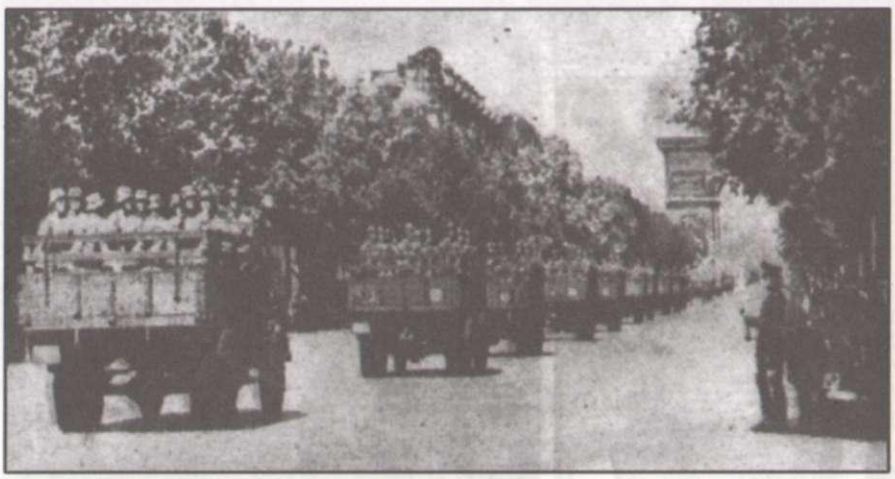
Map, The Daily Mail; photos, Dorien Leigh, Paul Popper

So These 'Blond Beasts' Plan to Rule the World!

In the course of the fighting in Libya last March there was captured a secret German document concerning the function of the Armed S.S. in the Greater German Reich of the future. A brief account of its contents was cabled from Cairo at the time, but only since the document has been carefully studied in London has its full significance become apparent. A translation is included in the article that follows.

How will Hitler die? Will it be peacefully in his bed like the Kaiser, whom the politicians vowed to hang at the end of the last war? Will he fall in battle, or blindfolded before a firing-squad? Will he be "bumped off" by his generals when his usefulness to them and their class has come to an end, or will he be torn to pieces by an infuriated mob? There is room here for speculation of the most fascinating, if rather futile, kind. What is more to the point in the circumstances that now prevail is the discovery that Hitler himself has detected a threat to his place and power, and has taken steps to ensure, as far as may be, his hold on the one and the other.

At least, this would seem to be the most reasonable explanation of the Order which we now learn was issued by the Fuehrer two years ago—on August 6, 1940—on the occasion of the reorganization of his S.S. bodyguard. At first it was released only to generals down to and including corps commanders, but in March 1941 Keitel, Chief of the Supreme Command of the German Armed Forces, ruled that it was highly desirable that the Fuehrer's views should be disseminated as widely as possible. Hence the document, a copy of which, marked "secret," was captured in Libya when the H.Q. of No. 2 Troop of the 75th Artillery Regiment was overrun last March. Here is the full text:



WAFFEN S.S. IN PARIS. Fresh from campaigning on the Eastern Front, they drive in army lorries along the Champs Elysées towards the Arc de Triomphe at a recent German military parade in the French capital. One of the primary functions of these Black Guards is to keep the people of the occupied countries in a state of terrorized quiet. *Photo. G.P.U.*

Re Armed S.S. On the occasion of the order for the reorganization of the Leibstandarte Adolf Hitler [this probably refers to the conversion of Hitler's S.S. Body Guard from a brigade to a division] on August 6, 1940, the Fuehrer laid down the principles on which the necessity for the Armed S.S. is based. These principles are summarized in the following text.

The Greater German Reich in its final form will not exclusively embrace within its frontiers national units *per se* well-disposed to the Reich.

It is therefore necessary to maintain State police troops outside as well as inside the present core of the Reich, capable on any and every occasion of representing and asserting the internal authority of the Reich.

Here it is well to note the date when the Order was issued: the late summer of 1940, when a few weeks after France's collapse practically the whole of the Continent had echoed to the tread of Hitler's legions and it seemed that Britain too must very shortly fall. Already the Fuehrer was wringing our neck in gleeful anticipation, with never a thought of Mr. Churchill's "Some chicken! Some neck!" For the first time since Napoleon's day there was one empire from Brest to Warsaw, from the North Cape to the Mediterranean; some two hundred millions of the human race were included within the ranks of Hitler's subjects, serfs or slaves. Many of them, it might well be believed, were not in the nature of things "well-disposed to the Reich": hence the necessity to establish a force of "State police troops" to maintain order, to suppress insurrections, even more to nip them in the bud by the relentless employment of headsman, hangman, and firing-party. To continue with the document:

This task can only be fulfilled by a State Police with men in its ranks of the best German blood, who unconditionally identify themselves with the philosophy of life which is fundamental to the Greater German Reich. Only a contingent composed of such men will resist in critical times disruptive influences. Such a contingent will feel a pride in its integrity, and will therefore never fraternize with the proletariat and with that underworld which undermines the fundamental idea.

Moreover, in our future Greater German Reich only a police force trained to a soldierly mentality will possess the necessary authority in its relations with the other citizens (Volksgenossen).

Through the glorious events in the military sphere and through its education by the National Socialist Party our people has acquired such a soldierly mentality that a "sock-knitting police" (1848) or a "bureaucratized police" (1918) can no longer assert its authority. For this reason it is necessary that this "State Police" should prove itself in S.S. units at the front and should shed its blood like every other contingent of the Armed Forces.

Who are these State Police? They are the Armed (Waffen) S.S., a most carefully selected and numerous division of the S.S. (*Schutz-staffeln*, protective squads) established by Hitler in 1928 as a sort of élite by the side of the S.A. (*Sturm-abteilungen*, Storm-troopers). The Waffen S.S. would seem to date from after June 1934, when the Roehm executions brought home to Hitler the necessity of having at his instant disposal a band of men who with never a question asked nor a sign of compunction were prepared to do anything and everything at his behest. Seemingly neither Goering nor Himmler were willing to employ the regular State police as executioners, while von Fritsch was equally firm against the use of the Army in such "unsavoury internal affairs." So Hitler had to fall back on his personal guards to do his murdering, and soon special formations of the S.S. were formed, comprising heavily-armed infantry, strong artillery formations, flame-throwing platoons, commando-troops, cavalry, and aircraft.

Always the S.S. has been a body of picked men: the Armed S.S. is, as The Times has put it, "the cream of the scum . . . a class of fanatical, utterly amoral, and ruthless robots." These Black Guards—blackguards in very truth—join the force for long periods of service; and before they can join they must pass a very stiff racial test. By no means every German, not even the most pure-blooded, fair-haired Aryan, can claim the right to enlist in their ranks. Nor may one of the S.S. marry the most Nordic-seeming fräulein. The common German people, the proletariat, are denied the *connubium* with men of the S.S.—with the object, as our document makes clear, of preventing "fraternization" with elements of the populace which might be lukewarm in their adherence to the Nazi scheme of things. Altogether, the Waffen S.S. is designed to supplant the aristocracy of birth, wealth and military rank, to constitute a Herren-caste over and above the Herrenvolk. They are the "blond beasts" of Nietzsche's famous phrase.

As we have learnt, the document was given a wider circulation in the spring of 1941. At that time, a few months before the invasion of Russia, the S.S. was not in good odour with the fighting-men of the regular army, who were jealous of the privileges and the safe existence of the men who might well have been styled Hitler's play-boys. So it was decreed that the Armed S.S., too, should go into action.

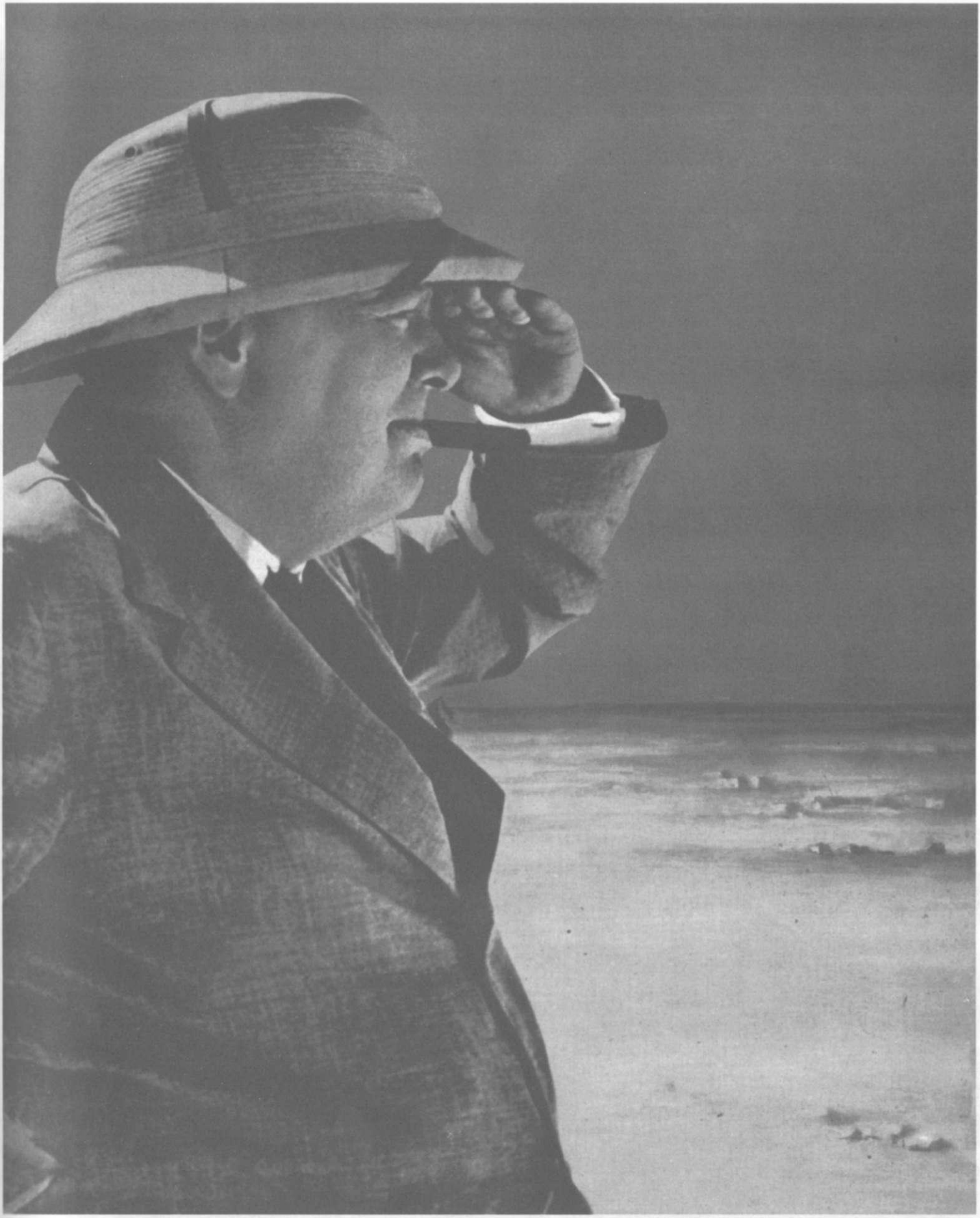
Returning home in the ranks of the Army after proving themselves in the field, the contingents of the Armed S.S. will possess the authority to carry out their tasks as "State Police."

And they did go into action, as the communiqués from Hitler's H.Q. in Russia soon made clear. They were most thoroughly "blooded."

But let us read on. Not only is the Waffen S.S. to ensure the good behaviour of the lesser breeds without the (Nazi) law; it is to be held in readiness to combat disaffection within Germany itself, whether that disaffection springs from the masses of the people or from the ranks of the Army.

The use of the Armed S.S. at home is likewise to the interest of the Armed Forces themselves. It must never again be tolerated in the future that the German Armed Forces, conscripted from the whole people, should be sent into action in times of interior crisis against their own fellow-citizens (Volksgenossen). Such a step is the beginning of the end. A State which is compelled to resort to these measures thus renders itself incapable of sending its Armed Forces into action against the exterior foe, and thereby abdicates. Our history provides sad examples of this truth. From now on the task assigned to the Armed Forces will be solely and exclusively action against the exterior enemies of the Reich.

For tasks so great, so important, no mere police force would be sufficient. And the Waffen S.S. *is* no mere police force; it is an army complete in itself. To an even greater degree than the S.S. and the S.A. of earlier years it is Hitler's private army, and its ten divisions constitute it a rival of the Army proper. It is the Fuehrer's insurance against the day when the Generals may judge that the time has come for the semi-divine Fuehrer to be translated to the Nazi Valhalla.



, British Official: Crown Copyright

Mr. Churchill Spies the Enemy

On his way to Moscow, and also on his return, Mr. Churchill called at Cairo, and in consultation with the political and military leaders reviewed the whole Middle East situation. The Premier also visited the front in Egypt, and here we see him surveying the desert across which, only a short distance away, lies Rommel's army.

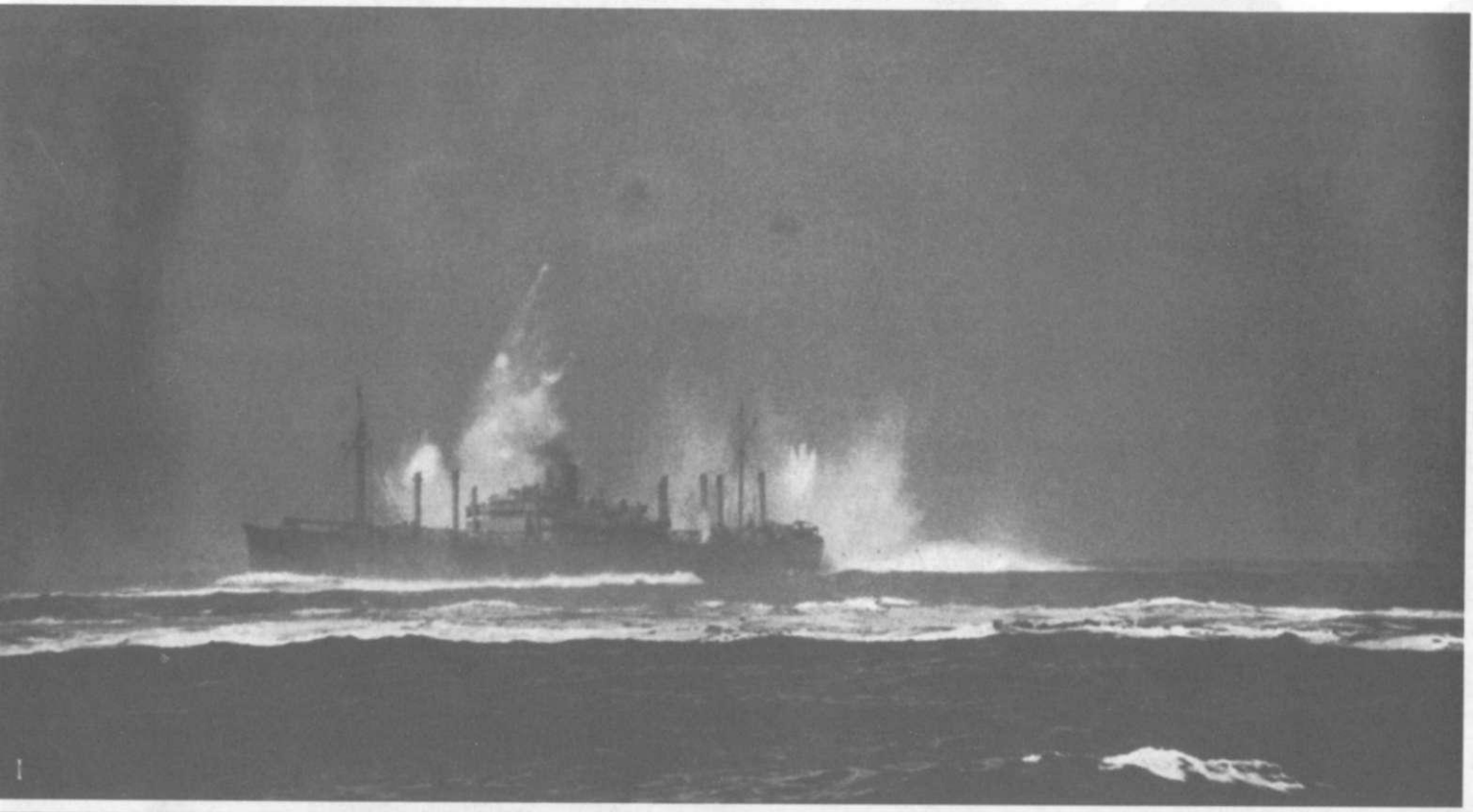
At the Front in Egypt

(1) Mr. Churchill in Cairo with members of the Middle East War Council. Back row: Air Chief-Marshal Tedder, Sir A. Brooke, Adm. Sir H. Harwood, Mr. R. G. Casey. Front row: Field-Marshal Smuts, the Premier, Gen. Auchinleck and Gen. Wavell. (2) Mr. Churchill with Sir S. H. Khan, and Gen. Wavell; and (3) with Sir A. Tedder and Gen. Auchinleck.

'Blimey, it's Winston!'

Photos, British Official: Crown Copyright

During his visit to the Alamein area, recently the scene of bitter desert fighting, the Premier received an overwhelming ovation from thousands of troops. (4) Inspecting a desert gun site. (5) Accompanied by Gen. Auchinleck, Mr. Churchill drives off from an aerodrome in the Western Desert. (6) Australian troops greet the Premier with a rousing cheer.



Running the Mediterranean Gauntlet

Photos, British Official: Crown Copyright

A fierce air and sea attack was launched by the enemy on August 11-14 upon a British Mediterranean convoy. These photographs were taken aboard H.M.S. Manchester, subsequently sunk by an E-boat. (1) A merchantman rides the storm. (2) Escorting warships, including H.M. aircraft-carrier Eagle (in foreground) which was sunk on August 11.

Women's Work and Wages: A Wartime Tribute

In this, the last of three articles in which IRENE CLEPHANE describes the work and wages of women in wartime, we are told of postwomen and the Post Office's women engineers, of the women of Civil Defence and the Fire Service, and of the great host of female workers in the engineering shops and munition works. Finally, there is a tribute to the housewives' who have done such grand and not always properly recognized work in caring for the evacuees.

THAT familiar peacetime figure, the postman, has now in many places become the postwoman. Uniformed postwomen were first seen during the present war in January 1941. They wore navy blue skirt and jacket piped with red, and a navy blue felt hat turned up at the side. Two months later trousers were issued as part of the official uniform to those women who preferred them; and a felt cap with a peak, reminiscent of the caps worn by Victorian postmen, was issued to postwomen and women mail van drivers after August 1941. By the end of 1941 the Post Office was employing 13,000 postwomen. Now (August 1942) there are nearly 15,000.

Soon after war began the Post Office began to take women into the telephone engineering service also. By June 1941 over 1,000 were working as repairers and fitters. Four months later it was announced that 2,000 skilled men had been released for more important work by the substitution of women, who were being trained at the rate of 500 a month to assist Post Office engineers. Today 4,500 women are working in the telephone engineering department, and by the end of this year there will be 5,000. Women Post Office engineers have, since the beginning of this year, received a working uniform of serge trousers and dungaree coats.

Wages vary with the age of the worker and her district: in London, postwomen earn from 36s. to 55s. for a 48-hour week (including mealtimes), compared with 36s. to 65s. for men; in the London suburbs, from 32s. to 52s.; in big provincial towns, from 33s. to 51s.; in the country, from 30s. to 45s. 6d. Women in the telephone engineering service earn from 32s. to 62s. a week. There is in addition a war bonus of 4s. to 10s. a week, according to the rate of pay.

IN Civil Defence women have done trojan service; they fill posts as air-raid wardens, ambulance drivers and attendants, canteen workers, cooks, clerks, cyclists and messengers, telephonists, drivers, etc. In October 1939, 4,396 women were in wholetime paid employment in the Auxiliary Fire Service; in September 1940 there were 5,000, and about half the personnel of the ambulance service were women drivers. At present there are some 25,000 wholetime paid fire-women.

During the worst bombing raids on London women everywhere—paid and voluntary—carried on with cool competence, without paying any attention to personal risks. During one night of raids—Monday, September 16, 1940—one mobile canteen staffed by Women's Voluntary Services served 3,000 cups of tea. Auxiliary Tanner, of the Women's A.F.S., was awarded the George Medal for a typical piece of cool courage: six serious fires were raging in her area, and for 3 hours, in spite of intense bombing, she drove a 30-cwt. lorry loaded with 150 gallons of petrol in cans from fire to fire, replenishing petrol supplies.

In April 1941 a call went out for 1,300 additional paid women as telephonists, watchroom workers, and canteen van workers for the A.F.S.; in July paid women dispatch riders were called for; in September 1941 more women recruits were wanted as motor-cycle dispatch riders, cyclist messengers, and drivers of heavy lorries, hose-laying lorries, motor-cars, canteen vans, store vans, and light vans; while Fire Force commanders were recommended to get indoor work carried out as far as possible by women—a recommendation repeated in the strongest terms by a recent report of the Select Committee on National Expenditure.

At the beginning of the War women Civil Defence workers received a weekly wage of £2, since raised by gradual increases to £2 12s. A few better-paid posts, ranging up to £400 a year for senior area officers, are open to women in the now unified National Fire Service.

THE largest body of women war workers is in the engineering industry. Before women went into engineering in any large numbers, negotiations between employers and the Trade Unions resulted, in May 1940, in an agreement that, after six months at special rates, women who require no special supervision shall receive the basic rate and the bonus applicable to men doing the same job. After the fall of France the demand for women in munition factories grew month by month, and it was mainly to fill these vacant jobs that the Government decided in March 1941 on the registration of women. Six months later the Government announced that women between 20 and 30 were liable to compulsory transference to essential work unless they were (1) already in full-time paid employment devoted as to 75 per cent to Government or export work; (2) in full-time paid employment in an undertaking scheduled under an Essential Work Order (under which employees cannot be dismissed or leave without the consent of the local National Service Officer); (3) in a reserved occupation; (4) married and responsible for a household; (5) had a child or children of their own under 14 living with them; (6) were expectant mothers. Wives of men serving with the Forces were not to be called upon to leave home.

SCOTS POSTWOMAN, Miss Jean Cameron, setting out on her 14-mile daily round. As recounted in this page, there are now thousands of postwomen throughout the country. *Photo, Daily Mirror*

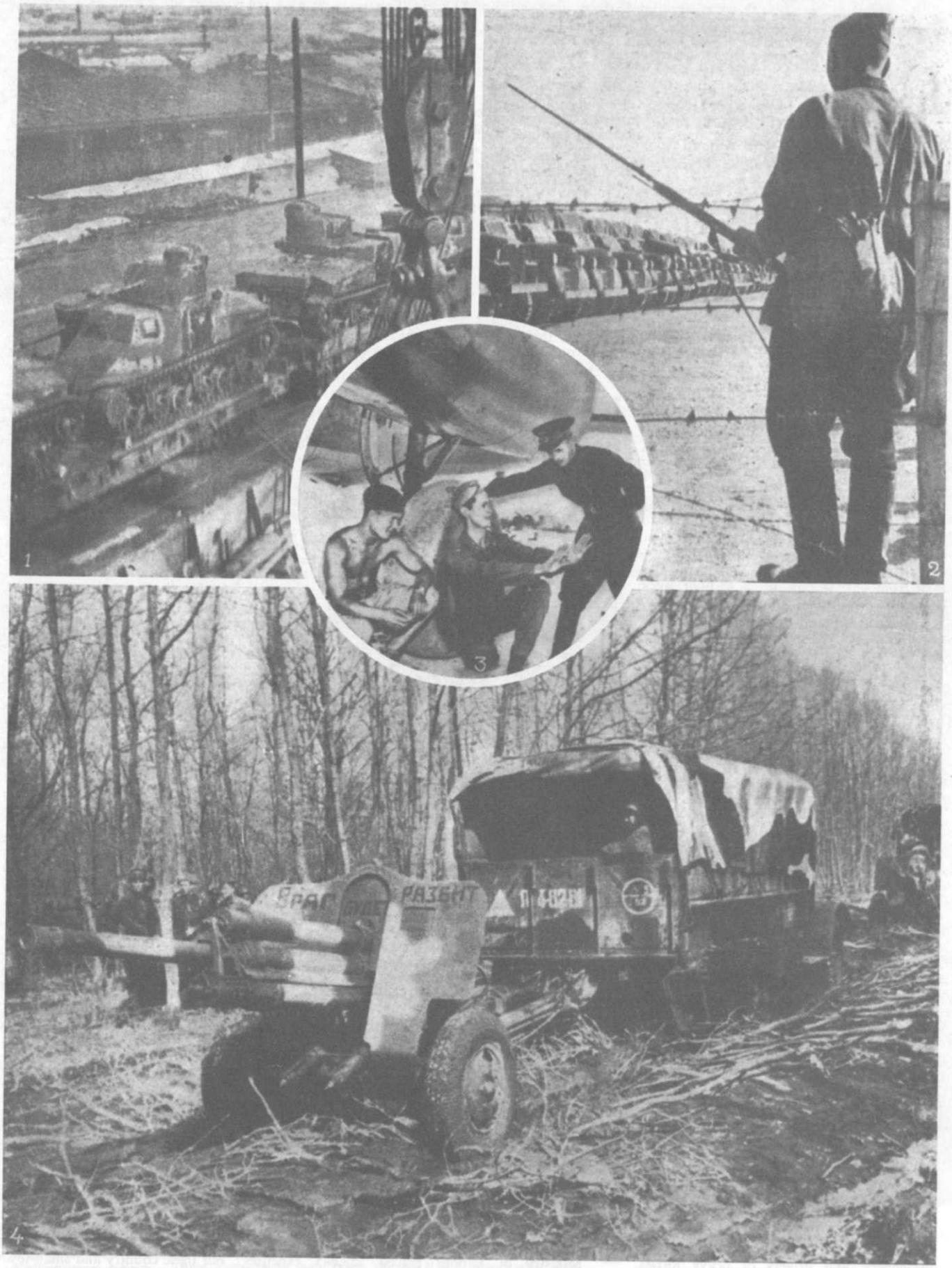
DURING the first five months of 1942 the Ministry of Labour placed 757,845 women in all forms of industrial employment—370,000 in munitions. At the present moment there are 1,750,000 more women in essential industries than there were before the war. This immense increase in the number of employed women has not been achieved without considerable dislocation of women's lives. For instance, London is sending 670 women a month to other parts of the country, Scotland 500 a month to England. Of the 300,000 people employed in the Government's ordnance factories, 60 per cent are women; and these factories are responsible for two-thirds of the gun output of the country. Output per worker has increased during the past year by 40 per cent. In 30 out of these 42 factories, women's hours are 55 or less, and reduction to this standard in the remaining 12 should be achieved by the end of October.

Except for a few very highly-skilled men working extremely long hours, spectacular wages are not being earned on munition work during this war. A recent article in the Manchester Guardian gave the following examples of women's wages. In one factory carrying on mixed heavy and light engineering, the top wage for women was 43s. for 47 hours' work, £2 11s. for 55 hours; extremely quick piece-rate workers could earn up to 25 per cent more. At another factory, girls doing semi-skilled work drew about £2 12s. a week after payment of income tax; during a short rush period exceptionally quick women working a 12-hour day 7 days a week earned up to £10. At a third factory, the average women's earnings were £2 10s. a week. At a fourth, the basic rate was 1s. an hour, working out at about 48s. a week, plus a bonus of 15s.

TWO special difficulties women have had in meeting the demands of industry: shopping, and the care of their young children. By finishing work early on one day a week, issuing cards to women workers enabling them to shop during hours specially allocated to them by the shops, and similar measures, the shopping difficulty has, with the cooperation of retailers, been mitigated. To take care of young children the Ministry of Health has encouraged local authorities to set up day nurseries in charge of a fully-trained matron with trained or partly trained assistants. The Ministry will make a grant up to 100 per cent of the initial cost, and will contribute 1s. a day to the cost of each child, the parents contributing 1s. and the local authority another 1s. to the estimated cost of 3s. per child per day. Some 1,000 wartime nurseries, able to take care of 52,000 children, are now open; another 500 are in preparation. But far more are needed, and suitable women are allowed to take up posts in these nurseries as their war work. Girls in training are paid £52 a year with meals while on duty. Posts at from £150 a year for nursery assistants to £180-220 a year for matrons are available for trained women.

Women have become cashiers in banks, assistants in provision shops, milk roundsmen, packers, even butchers' assistants. Stewardesses on board ship have continued their work, despite the dangers of life at sea in wartime. And in every corner of the countryside are devoted housewives caring for evacuees from our crowded cities—school children, mothers with babies, expectant mothers. The rewards in cash for this hospitality have been nil—the Government allowances have not always covered expenses; but these country and small-town women have rendered a service of inestimable value that has saved thousands of young lives from destruction or damage by bombs.

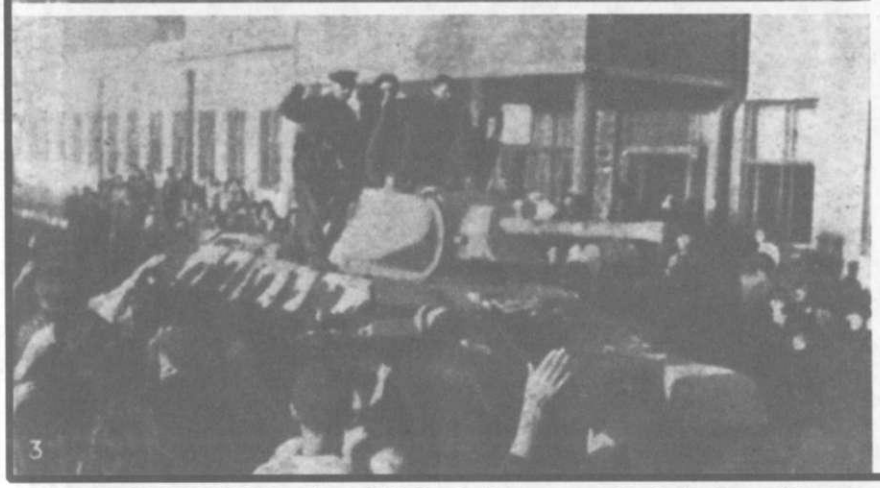
American Aid for the Hard-pressed Soviets



AT MURMANSK U.S. tanks (1) have been unloaded on to the quay after being safely convoyed through the Arctic. (2) American lorries lined up at a Persian port ready to be driven to Tabriz, 753 miles away, where they will be examined by U.S. specialists before being handed over. (3) An American pilot, who has ferried a bomber to a Russian-controlled airport, discusses the aircraft with the Soviet crew. (4) American-built tractor lorries hauling Russian guns through difficult country.

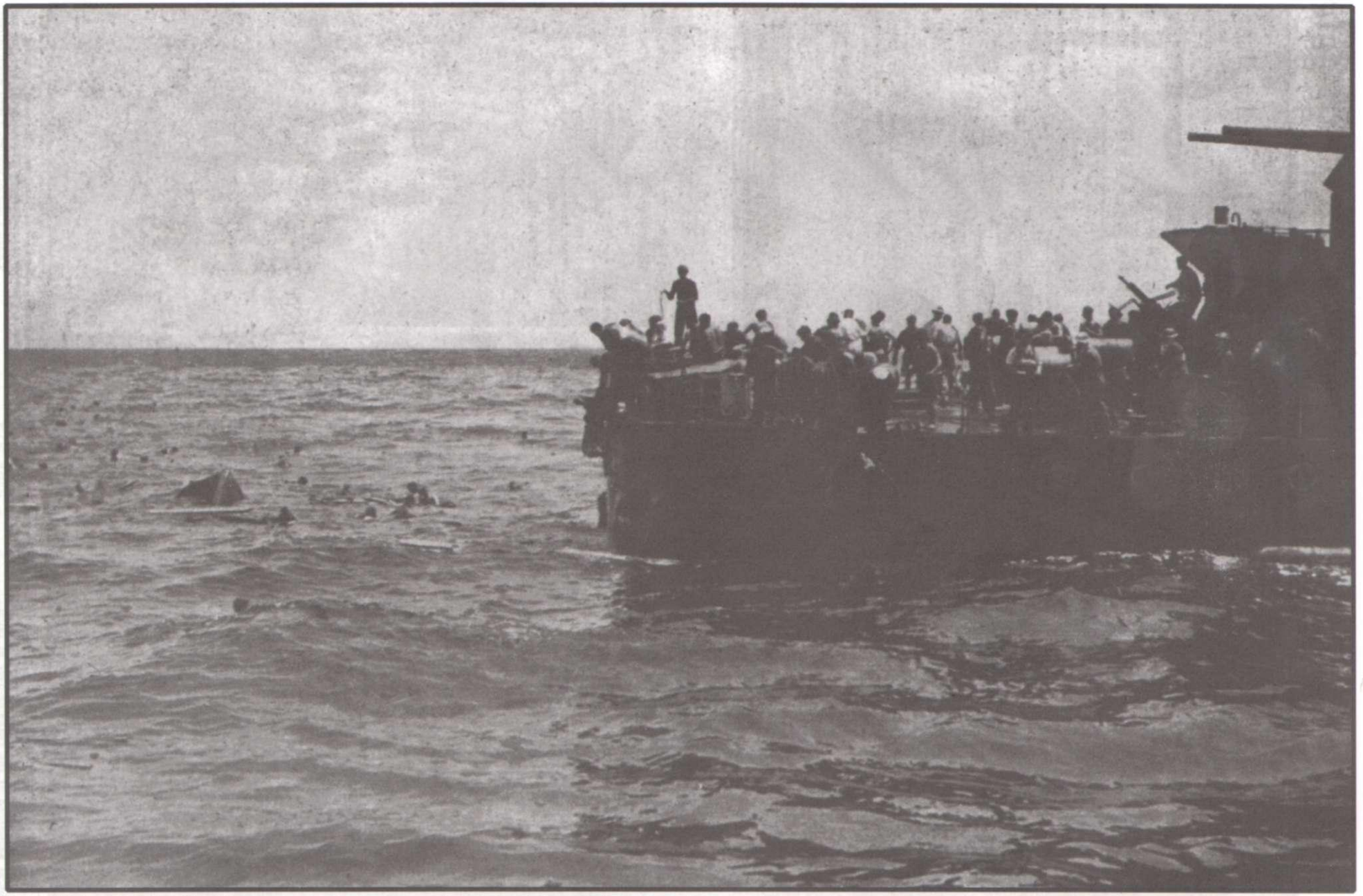
Photos, British Official; Associated Press, New York Times Photos, Planet News

In Stalingrad, Aim of Von Bock's Savage Struggle



KEY-CITY OF S.E. RUSSIA, against which Von Bock was reported to be hurling a million men at the end of August, Stalingrad is one of the U.S.S.R.'s largest industrial towns. 1, Central Square, showing the Obelisk of Freedom. 2, Soviet horse artillery enter a village, N.W. of the city, to aid counter-attacks against the enemy. 3, Citizens of Stalingrad watch tank-crews leave for the front. 4, Operatives pour out of the great tractor works of Stalingrad at the changing-over of shifts.

Photos, U.S.S.R. Official; Planet News, E.N.A.



SURVIVORS OF H.M.S. EAGLE swimming amidst floating wreckage before being hauled aboard another escort ship protecting a large convoy bound for Malta. She was sunk by a U-boat on August 11, but 930 of the ship's company were saved : an eye-witness account by a survivor appears in p. 221. Originally designed as a battleship for the Chilean Navy, H.M.S. Eagle was completed as an aircraft carrier in 1924. Early in this war she hunted raiders in the Indian Ocean. She then joined the Mediterranean Fleet, and her aircraft engaged in operations off Tobruk and Fort Capuzzo, took part in the battle of Calabria, and conducted raids against Italian aerodromes. In 1941 the Eagle was harrying German supply ships in the South Atlantic, but in 1942 she returned to the Mediterranean. *Photo, Exclusive to* THE WAR ILLUSTRATED

THE WAR AT SEA

by **Francis E. McMurtrie**

CHIEF place in the naval news continues to be occupied by the Allied offensive in the Solomon Islands area.

If there is one thing that is certain, it is that Japan cannot afford to allow this offensive to proceed unchecked. By following the Japanese method and using each island as a stepping-stone to the next, the reconquest of the whole of the Solomons and of the Bismarck group, farther to the north-westward, may be effected. This would inevitably extinguish the enemy invasion of New Guinea. Not only is it essential on purely military grounds that Japan should arrest Allied progress, but it is also fast becoming imperative from the point of view of prestige—or "saving face" as it is termed in the Far East.

No surprise was felt, therefore, when the United States Navy Department announced that a violent counter-attack had developed. On August 23 a strong Japanese naval force, which included at least one battleship, approached the south-eastern Solomons, occupied by American Marines, from the north-eastward. This squadron may have come from the enemy base at Truk, in the Caroline Islands, some hundreds of miles to the northward. Fortunately, the probability of some such counter-attack had been foreseen by Vice-Admiral Ghormley, whose forces were therefore disposed to meet it.

As in the majority of naval actions in the Pacific, there was no contact between surface ships. Instead, American naval aircraft and Army bombers of the Flying Fortress type attacked the enemy force while it was still at a considerable distance. Several enemy cruisers and a battleship were hit; the aircraft-carrier Ryuzyo, of 7,100 tons, was severely damaged, and four hits were secured on a larger carrier, believed to be either the Syokaku or Zuikaku, of 20,000 tons. It will be recalled that the former was disabled in the Coral Sea action last May.

AS a result of their mauling the Japanese withdrew. Undoubtedly the enemy must be feeling the handicap of losing so many aircraft-carriers, the Akagi, Kaga, Soryu and Hiryu having been sunk in the Midway Island action, and the Ryukaku in the Coral Sea. This leaves only two large and three smaller aircraft-carriers in service, though it is possible that others are completing.

Concurrently with this operation, strong air attacks were made on the aerodrome on Guadalcanal Island originally established by the enemy, but which had since been captured intact by U.S. Marines. At least 21 of the enemy, aircraft were shot down for the loss of only three American planes; and in a further attack two days later 12 enemy machines were lost as against only one of the defenders. There is no doubt that the air defence was far stronger than the Japanese had expected.

Japanese Defeat at Milne Bay

Under cover of these attacks, and taking advantage of misty weather, three enemy transports, escorted by cruisers and destroyers, landed troops in Milne Bay, at the eastern extremity of New Guinea. In the course of their approach they had been sighted once, off the Trobriand Islands, where a warship described as a gunboat of about 1,000 tons was sunk by Allied aircraft. While the landing was in progress further air attacks were delivered, a transport and six landing barges being destroyed, and a cruiser and a destroyer receiving damage.

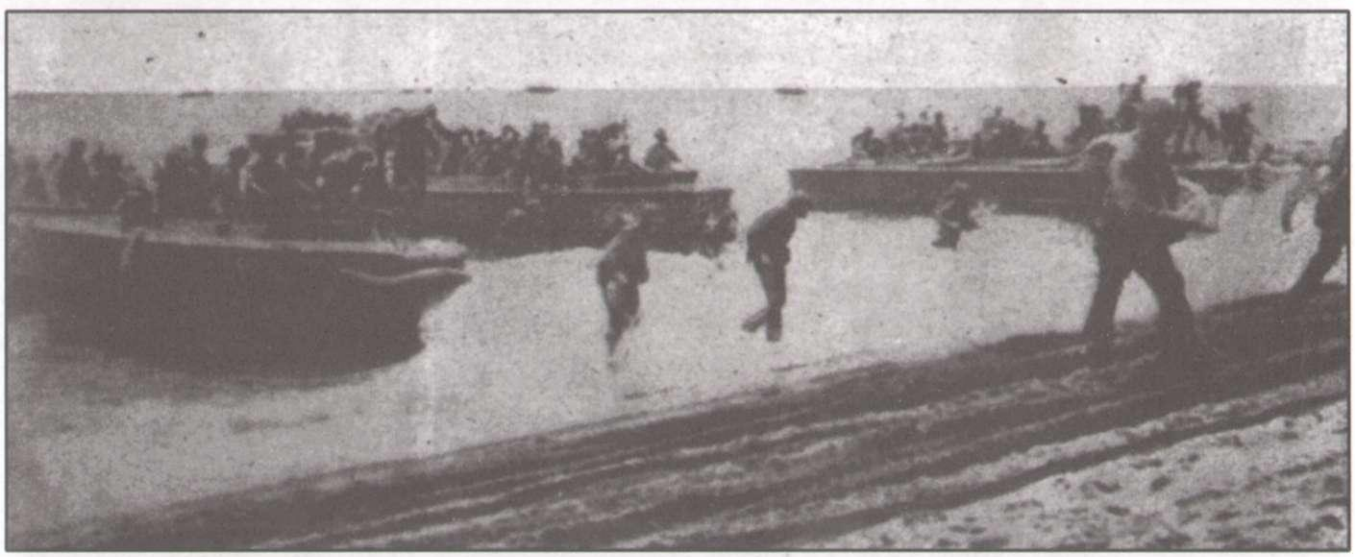
An attempt to reinforce Japanese patrols in Santa Isabel, an island to the north-west of Guadalcanal, was intercepted on August 28. Three Japanese destroyers and a seagoing torpedo-boat, loaded with supplies and equipment and possibly carrying some troops, were spotted by reconnaissance aircraft, who attacked the smallest vessel and set it on fire. Before dusk began a force of Douglas dive-bombers arrived and renewed the attack. One of the destroyers blew up and sank, and a second was heavily damaged and may not have survived. The third appears to have escaped under the shadow of the land.

Further particulars of the original landing in the Solomons (*see* p. 182) reveal that the Marines engaged were specially trained "raider battalions." Men composing these formations are taught to shoot from the hip with whatever weapon is at hand, to fight with knives, throw daggers, and employ any kind of violence necessary to put an enemy out of action in hand-to-hand fighting. They have to be strong swimmers, and able to march seven miles an hour carrying full equipment. They must be able to direct their course by observing the stars, and to live in the open for long periods if required.

According to the Japanese the strength of the force was about 10,000; but this may be a statement made with the object of eliciting the true figure. It is known that all objectives were successfully occupied within less than 48 hours from the initial attack. Two large islands, Guadalcanal and Florida, and several small ones are now securely held as a result of this bold and skilfully conducted enterprise. In a small island off Florida is the harbour of Tulagi, where the enemy had established their headquarters, and adjoining it is Gavutu harbour, formed by the islets of Gavutu and Tanambogo, joined by a stone causeway. Not one of the Japanese garrison of these places surrendered, resistance continuing till all were killed, to the number of 600 or more.

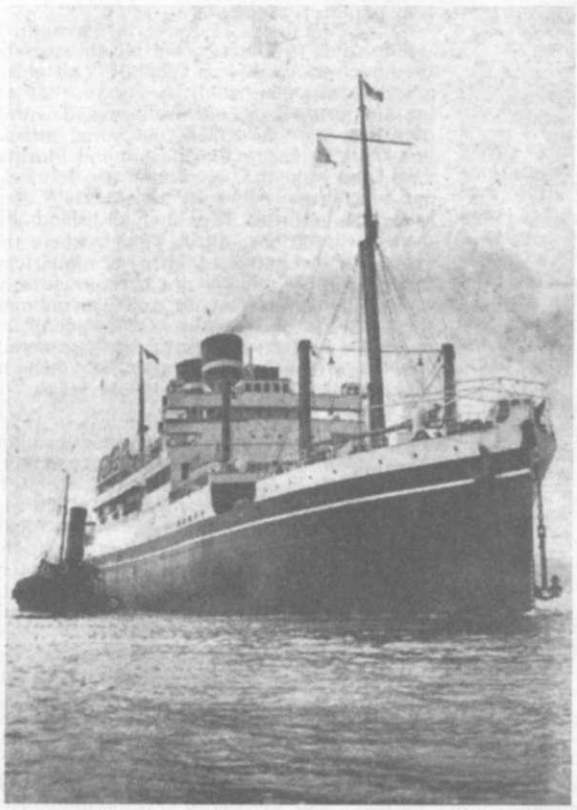
BY the announcement of the loss of H.M. submarine Upholder, with her captain, Lieut.-Com. M. D. Wanklyn, V.C., D.S.O., R.N., and his officers and men, one is sharply reminded of the wonderful work which our submarines are accomplishing. In the Mediterranean, off the Norwegian coast, and in the Far East, they are ceaselessly on patrol in hostile waters, where the least failure to observe strict precautions is likely to result in destruction by depth-charge attack. Yet, in spite of this, the brave men who man our submarines are as cheerful and keen as any in the Royal Navy; and the amount of damage done to enemy communications, especially those with North Africa, is remarkable. Scarcely a week passes without some achievement of our submarines being reported. Thus on August 29 it was announced by the Admiralty that the submarine commanded by Com. B. Bryant had sunk a large tanker, while others, commanded respectively by Com. J. W. Linton, Lieut. J. D. Martin and Lieut. A. C. Halliday, had damaged various supply ships and sunk one.

AN important part was played by the Royal Navy in the big raid on Dieppe (*see* p. 197). Not only were the invasion craft provided with strong escort on their passage across the Channel and back, but the enemy were effectually restrained from interfering by sea with the progress of the operation. Though the Luftwaffe did its utmost, it failed to stop either the landing or re-embarkation. Its sole achievement was to bomb the small destroyer Berkeley, which was so severely damaged that she had subsequently to be sunk by our own forces.



LANDING IN THE SOLOMONS, U.S. Marines are seen jumping ashore through the surf on the key island of Guadalcanal, their craft drawn in as close as possible to the beach. It was here on August 6 that the Japanese were taken by surprise at the beginning of the first phase of the Battle of the Solomon Islands. Once they had landed the Americans rounded up enemy groups in the jungle. All attempts on the part of the Japanese to dislodge the invaders from Guadalcanal were a dismal failure. *Photo, Planet News*

When the Avila Star Was Sunk Off the Azores



S.S. AVILA STAR, a 14,443-ton Blue Star liner, sunk on July 5 by U-boat 300 miles off the Azores while homeward bound from Argentina.

STUMBLING ABOARD the Pedro Nunes is one of the 27 survivors who were landed at Lisbon on July 26; the 28th died an hour after rescue. During their long ordeal at sea rations had been reduced to two biscuits and ½ pint of water per day.

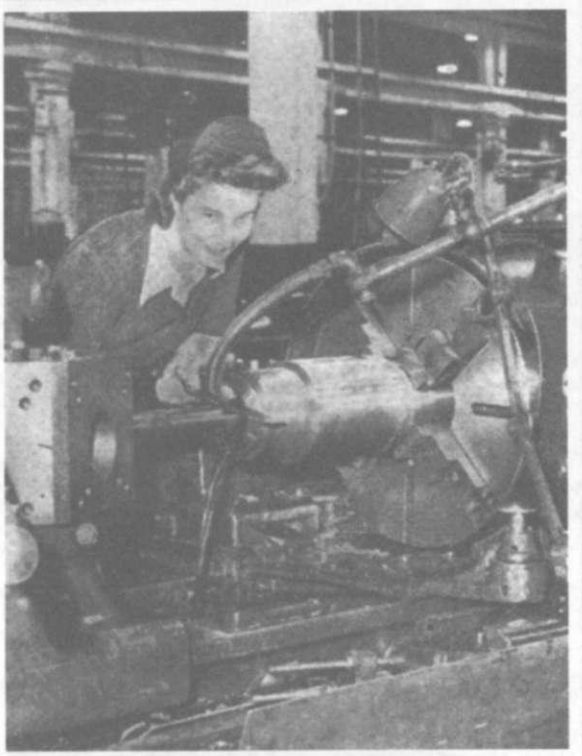
PATRICIA TRAUNTON, still cheerful despite illness and injury, is shown (above) being carried ashore at Lisbon, and, below, wrapped in a Portuguese officer's cloak.

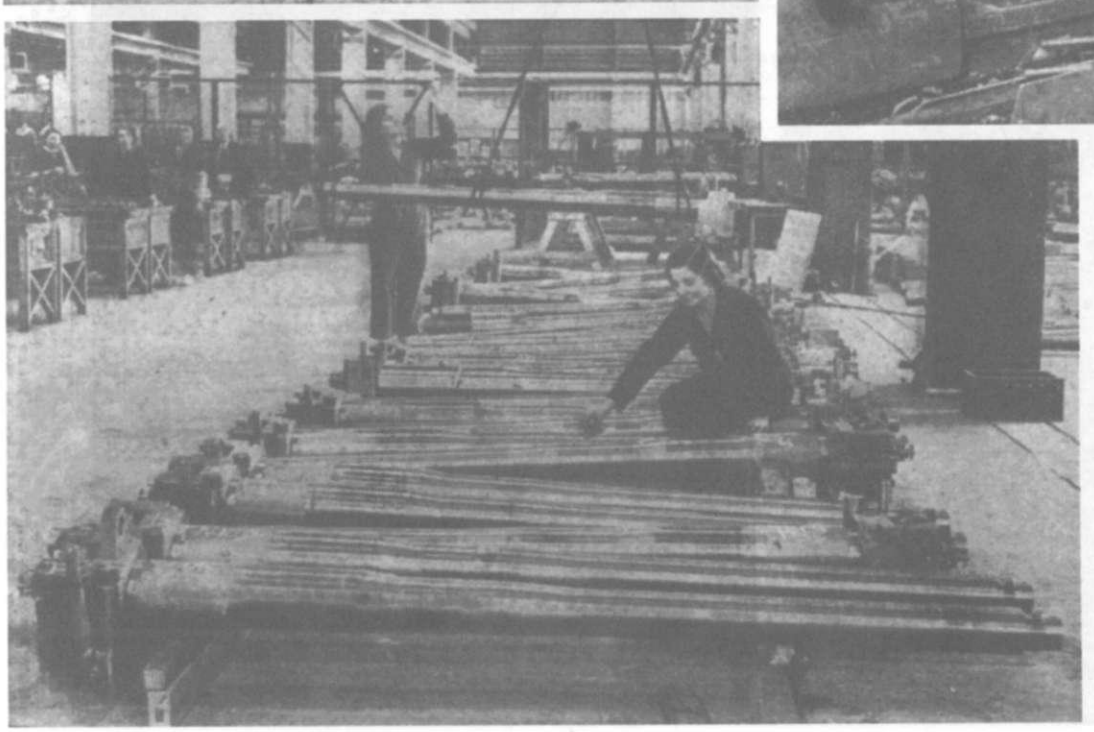
IN THIS OPEN LIFEBOAT, one of seven launched, 39 persons, including two girls—Patricia Traunton and Mary Ferguson—set out to reach the African coast. Eleven died from injuries and exposure during the terrible twenty days that passed before the survivors were picked up by the Portuguese sloop, Pedro Nunes.

Photos, Associated Press, Fox

Britain's 6-Pounder on the Bench and in Action

IN THE MIDDLE EAST one of Britain's six-pounders is in action. This desert battery has changed over from the two-pounder to the six-pounder anti-tank gun, with most satisfactory results. The new weapon outranges the German 3-in. gun, and has remarkable armour penetration.

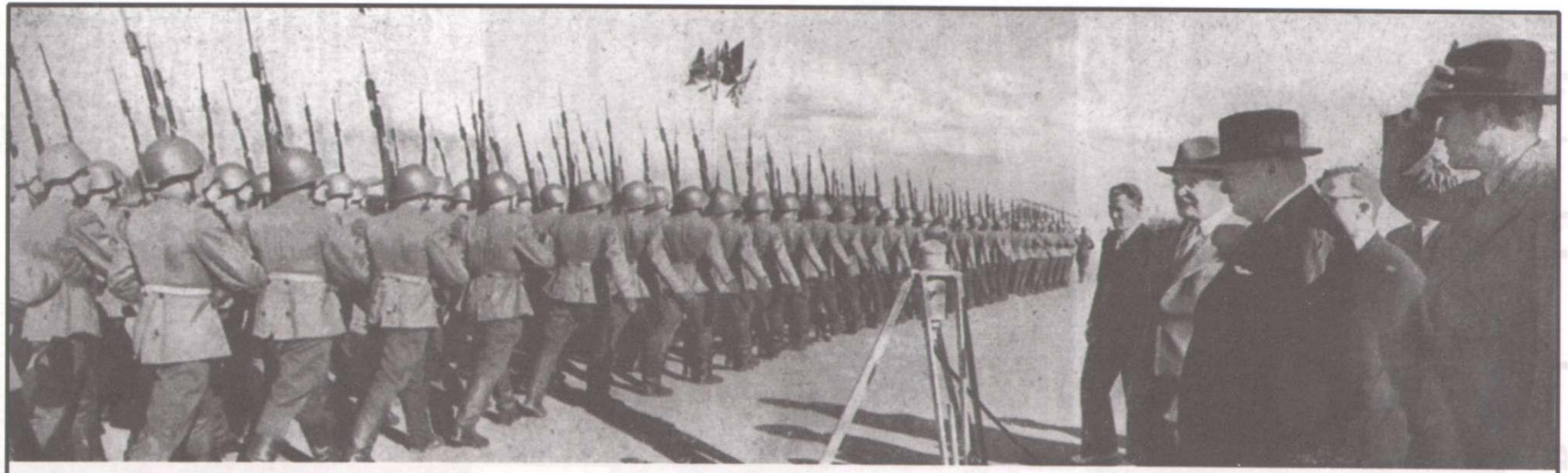




Completed six-pounder gun (left centre), one of large numbers now being turned out at a Royal Ordnance factory built since the war. More than half the operatives are women, and above is Miss Brenda Harris, once a thermometer-maker, who now works a drilling machine. Mr. Lyttelton, Minister of Production, paying a tribute to women in ordnance factories, said that they were doing skilled men's jobs really well, working 56 hours a week.

Barrels ready for sending to the finishing workshops (left). The six-pounder, named after the weight of the projectile, has a 2-in. calibre. It possesses a high rate of fire, and in this respect beats the slow-firing six-pounder which the Germans have mounted in their Mark III and IV tanks. The new British gun is very mobile, can be got into action in a minute, and requires a crew of five.

Photos, British Official; Sport & General, Keystone



HISTORIC SCENES IN MOSCOW were enacted on August 12, 1942, when Mr. Churchill arrived for his momentous talks with Stalin. The Prime Minister is seen with Mr. Molotov and Mr. Averell Harriman (top) at a march past of the Red Guards, the famous Moscow regiment. These men took the oath, "Stop Hitler—or die!" when the city was besieged last autumn. Mr. Harriman and the Russian Foreign Commissar stand on the Premier's right as the National Anthems of the three allies are played at Moscow airport, left. Marshal Shaposhnikov, Chief of the Soviet General Staff, is seen immediately behind Mr. Molotov Maj.-Gen. Sinilov, commandant of the Moscow garrison, greets the Prime Minister (right).

Photos, British Official Crown Copyright

VIEWS & REVIEWS Of Vital War Books

Stalin's Russia Seen by an American Ambassador

In this, the first of what is hoped will be a series of informative rather than critical reviews of books which have a definite bearing on the origins, course and future development of the war, we are enabled to report something of the Russian scene as it was viewed by an acute-minded and keenly observant American—Mr. Joseph E. Davies, U.S. Ambassador to the Soviet Union from 1936 to 1938. His book, Mission to Moscow, is published by Messrs. Victor Gollancz, Ltd., at 15s.

WHEN Mr. Davies presented his credentials to Mr. Kalinin—it was on January 25, 1937—the President of the Soviet Union expressed his satisfaction that America should be represented in Moscow by an Ambassador who "by his training would take an objective view of conditions and would reserve his judgement until all the facts had been fairly seen in perspective." Superficial snap judgements, said Mr. Kalinin, were unfair; and by way of illustration he pointed out that even though a visitor might see some drunkenness on the streets of Moscow, it would not be right for him to draw the conclusion that all Russians were drunkards. "See as much as possible of what we are doing and trying to do for the people, and assess it judicially and objectively"—that in effect was his counsel to the new Ambassador.

But Mr. Davies was in little need of the advice. He went to Russia with his eyes open, and from the outset he explained his own way of approach with the utmost frankness, even to Stalin himself. "Yes," the great man told him laughingly, "we know you are a capitalist, there can be no doubt about that." During the eighteen months Mr. Davies was in Russia he saw everything and everybody, listened a lot and said, it would seem, not very much. His book is evidence enough of his intense curiosity, of his determination to get behind the facade of propaganda, to pierce the screen of native exaggeration and foreign lies so as to see Russia and the Russians as they really were in those critical months when the cauldron of war was already being stirred.

AT the time of his arrival in Moscow the second Five Years' Plan had almost run its course, and many pages of his book are devoted to a description of what had been actually achieved. On the whole, our wealthy, deeply cultured and essentially liberal American was surprised by what he saw; and the facts that he reported to Washington were received, it would seem, with considerable surprise. Yet in his view that achievement does not necessarily constitute an advertisement of the virtues of the Communist way of things. After a few months' stay he gave it as his considered opinion that "it is the enormous wealth of the Soviet Union and, particularly, the agricultural wealth of the country which enables this communistic and socialistic experiment to project and sustain itself with the apparent success which it has"; and one of his earliest conclusions was that Russia is not really a communistic state—at least, not in the usually accepted sense.

Russian workers, he was surprised to find, get what they earn. The communistic principle, "from everyone according to his abilities and to each according to his needs," has gone by the board. Production is stimulated by premiums and extra wages for service above the "norm." The profit motive and self-interest are the mainspring. Industrial plants are required to, and do, make a profit ranging from 5 to 30 per cent, which goes to the Central Government.

Somewhat later Mr. Davies accepted the view held by many Marxists that Russia is a Socialist State on the road to Communism, but he moved beyond John Strachey and his fellow Communist theoreticians in recognizing that patriotism would be the guiding impulse of the future. "The idea of the world proletariat and revolution," he wrote, "has been set aside and replaced with the idea of a nationalistic Russia." Certainly in this respect the course of events during this last year of war has justified Mr. Davies' opinion; many times it has been remarked that Stalin in his appeals to the Russian people to resist the invader has based the call upon love of the native soil rather than upon defence of the Bolshevik Revolution.

FOR much of the time that Mr. Davies was in Moscow society was convulsed by a succession of "treason trials"—of Radek, the well-known publicist, Sokolnikov, former ambassador to London, Marshal Tukhatchevsky and a group of his generals, ex-Commissar Rykov, Bukharin the Bolshevik theorist, and the rest. At the time it was almost universally believed outside Russia that these were a "frame-up" on the part of the Stalinists who hoped thereby to extirpate the remnants of the rival Trotsky faction. But Mr. Davies, who attended many of the sessions, saw the accused men in the dock, and heard them make their extraordinary confessions, concluded that there was plenty of substance in the charges and that the accused were fairly tried and justly condemned according to Soviet law.

'Fifth Columnists? They Shot Them'

That was his opinion at the time, but he did not realize the full implications of the affair till some years later. In 1941, three days after Hitler had launched his invasion of the Soviet Union, Mr. Davies happened to be delivering a lecture at his old university in Chicago. "Someone in the audience asked: 'What about Fifth Columnists in Russia?' Off the anvil, I said: 'There aren't any—they shot them.'" He gave the reply on the spur of the moment, but on re-examining the evidence and his own notes he was more than confirmed in his conclusion.

WHAT actually had the conspirators planned? Mr. Davies declares categorically that the principal defendants had entered into an agreement with Germany and Japan to aid them in a military attack upon the Soviet Union. They had agreed to, and actually cooperated in, plans to assassinate Stalin and Molotov, and to project a military uprising against the Kremlin which was to be led by General Tukhatchevsky. In anticipation of war they had agreed to, and had actually planned and directed, the sabotaging of industries, the blowing up of chemical plants, the destruction of coal mines and the wrecking of transport facilities. They agreed to perform and did these things pursuant to instructions received from the German General Staff, and they disclosed to Germany and Japan information vital to the defence of the Soviet Union. Apparently what they had in mind was the formation of an independent but considerably smaller state which would yield up large sections of the Soviet Union—the Ukraine and White Russia to Germany and the Maritime Provinces on the Pacific to Japan. Fortunate, indeed, was it for Russia—and in the event for us—that the conspiracy was nipped in the bud. "There were no Fifth Columnists in Russia in 1941," repeats Mr. Davies, "they had shot them. The purge had cleansed the country and rid it of treason."

JOSEPH E. DAVIES, an American lawyer, who was U.S. Ambassador to the U.S.S.R., 1936-1938, Ambassador to Belgium and Minister to Luxembourg, 1938 to January, 1940, and then became Special Assistant to the Secretary of State in charge of War Emergency Problems and Policies at Washington. *Photo, Topical*

Mr. Davies left Moscow in the summer of 1938, but from the embassy in Brussels he was able to watch at close quarters the rapid deterioration of European affairs. Deeply interesting are his pages concerning the happenings of 1939: he reports a complete lack of realism in assessing Germany's military strength, although the Russians recognized as early as 1936 the menace of Hitlerism and the necessity for some system of collective security. They were ready to fight for Czechoslovakia, and expressed their willingness to cancel their non-aggression treaty with Poland so that their troops would be able to move through Poland to aid the Czechs in accordance with their treaty obligations. He speaks of the Moscow-Berlin pact as a "catastrophic calamity . . . probably one of the greatest diplomatic defeats the British Empire ever sustained"; and makes use of the striking phrase, "the Russian bear has taken a handsome revenge for being thrown out of Munich."

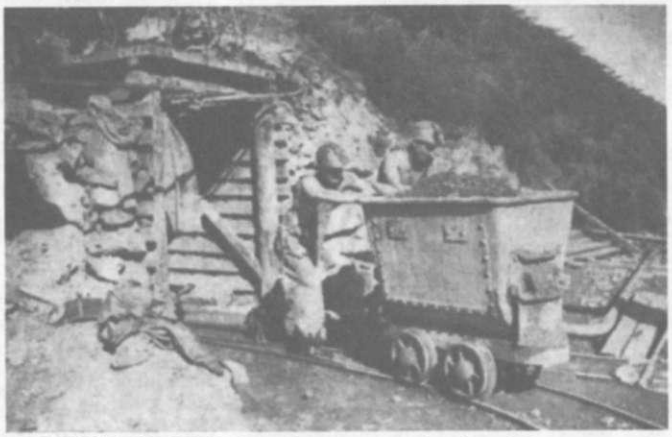
PERHAPS the most interesting and valuable of Mr. Davies' pages are those which constitute what he calls his "brief on the facts"—really a political, economic and social survey of the U.S.S.R. as he saw it. He notes the elements of weakness—such things as Russian native inertia and fatalistic quality, bureaucratic inefficiency, the tyranny over life and liberty exercised by the secret police, the substitution of worship of a man or men for the worship of God, the dangers of one-man rule and the hostility of the adjacent states. But there is much to be stated on the other side. He describes the resolute character of the Communist Party leadership and the impressive strength of the Red Army; above all, he emphasizes the universal belief in "Father Stalin." "The strength of the present regime," he told Mr. Cordell Hull, "is found in the resolute, bold, and able leadership of Stalin. He has complete control of the army, the secret police, the newspapers, the radios, and the schools. Stalin is fast becoming, along with Lenin, the 'superman' ideal of the masses. For the present this regime is firmly entrenched. There is always, however, the threat that hangs over dictatorships. Barring accident or assassination, coupled with a *coup d'état*, the present regime will persist for some time."

That was written in June 1938. What the future holds for Russia only a fool would venture to prophesy; but at least Joseph E. Davies may claim that up to now events have not made mincemeat of his judgement of Russian men and things. E. ROYSTON PIKE

The Duke of Kent Killed on Active Service

THE KING'S YOUNGEST BROTHER, H.R.H. the Duke of Kent, killed in a flying accident in Scotland on August 25, latterly held the rank of Air Commodore, and was Chief Welfare Officer of the R.A.F. Home Command. While proceeding to Iceland on duty he met his death. He had flown thousands of miles since the outbreak of war, including a long air tour in the summer of 1941 in Canada and the U.S.A. to inspect the Empire Air Training schools. Later in the year he toured service establishments in Northern Ireland, and since 1939 he had inspected very many factories and Civil Defence centres, as well as Naval and R.A.F. establishments. In the photograph above he is seen at Queen Mary's Hospital at Roehampton.

MAJ.-GEN. R. L. McCREERY, D.S.O., new Chief of the General Staff, Middle East. As a cavalryman he captained the 12th Lancers polo team.



CORNISH TIN MINES have been re-opened and are being prospected and worked by sappers of the No. 1 Tunnelling Company of the Canadian Army in Britain. The loss of Malaya has made the home production of tin a matter of urgent importance to the Minister of Supply.

GEN. SIR H. M. WILSON, G.B.E., K.C.B., D.S.O., Chief of the newly-created Persia-Iraq army command. He has seen much service in the Middle East.

IN THE ENGLISH COUNTRYSIDE scenes of war and peace alternate. Left, a special mobile military policeman attached to a tank unit guides a Covenanter to a "harbour" in the woods. These highly-trained men have to acquire a detailed knowledge of roads suitable for rapid tank traffic and for swift mobilization and concealment. Right, boys from Aldenham School, Herts, help with the potato harvest.

Photos, British Official: Crown Copyright; Sport & General, W. A. Rouch, Central Press, Associated Press, National Federation of Young Farmers' Club

I WAS THERE! Eye Witness Stories of the War

The Sea Poured Relentlessly Into the Eagle

The following description of the sinking of the aircraft-carrier Eagle in the Mediterranean on August 11 was written by Arthur Thorpe, Reuter's special correspondent, who was also rescued from the Ark Royal.

I WAS in an ante-room with three officers soon after 1 p.m. when two tremendous crashes shook me out of my chair. It seemed as though the walls of the room were tumbling in. We knew what they meant and leaped to the door. As we opened it two more violent explosions rocked the aircraft carrier. I heard steam hissing viciously and saw clouds pouring up from below into the broad aft deck across which we were running. As we dashed through the bulkhead to gain the upper deck the ship was heeling over crazily and water was washing about our feet.

We scrambled up the ladder to the upper deck with the ship listing over terrifyingly to the port side on which we were. The sea, normally ten feet below the rails, was surging ominously a bare two feet below them. We reached the quarter deck and grabbed anything we could to haul ourselves up the steeply sloping deck to the starboard side. Clutching the bullet-proof casing enclosing the quarter deck, I found myself next to a first lieutenant who was blowing up a lifebelt. I followed suit.

Looking round I saw the deck slanting more sharply than a gabled roof. Six-inch shells weighing over 100 lb. tore loose from their brackets and bumped down the cliff-like deck. Ratings on the port side saw them coming and flung themselves into the water to escape injury. Foolishly I asked No. 1 lieutenant, "Is she going?" He nodded.

SEVERAL ratings, grasping the casing, clambered towards us. They fastened a stout rope to the deck, they slithered down into the thick oil welling out under the ship and coating the sea and drifted away. With perfect confidence in my lifebelt I slid down and let go.

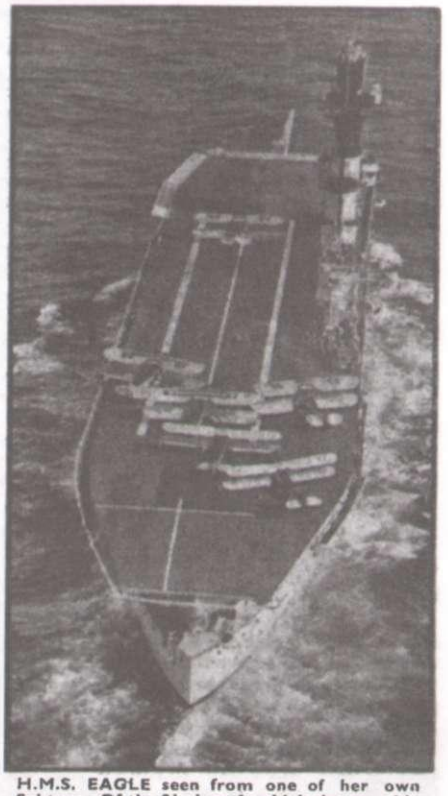
I went under the waves, and when I rose to the surface I realized with horror that I had not put enough air into the lifebelt. My head was barely above water. With all the poor swimmer's dread of deep water, I splashed and kicked clear of the ship. As I got out of the oil patch the sea became choppy and every wave washed clean over my head till I was dizzy. I gave myself up for lost.

No wreckage was near me which I could grasp. Then as a wave lifted me I saw a glorious sight—a cork float twenty yards off with sailors clinging round it. I fought madly to reach it. Three times my head went under and then I saw the float a few feet away. I snatched despairingly, but missed. Making another wild clutch, I felt my fingers grip.

HALF-A-DOZEN ratings holding on tried to loosen ropes to open the cork raft out. It was tied up like a round bundle. Their oily fingers made the task impossible. The water was quite warm, but I had difficulty in holding on firmly owing to my oil-smothered hands. Another rating swam up and caught hold, too. He told us his leg was broken. We helped him to crawl on to the centre of the bundle. As the waves broke over us I pulled myself up and saw the Eagle two hundred yards away. She was lying on her side. Down the great red expanse of the ship's bottom men like ants were sliding down into the sea.

Suddenly I felt a shock at the base of my spine. I knew it was a depth charge from a destroyer hunting the U-boat which had caused it. "She is going!" gasped one of the men. Then came a mighty rumbling as the sea poured relentlessly into the Eagle, forcing out the air. The water threshed above her in a fury of white foam and then subsided. She had gone.

We looked hopefully around and cheered when we saw a destroyer a hundred yards away making for us. We were soon alongside. Ropes and cork lifebelts snaked down the side. Smiling faces encouraged us. My sailor colleagues grasped the ropes and hauled themselves aboard. I clutched at a trailing rope, but could not hold on till a rating halfway up slid down and propped my body with his legs. I was feeling as weak as a kitten, but I managed to slip the looped rope under my shoulders. Just then a wooden ladder clattered down the side of the destroyer. I succeeded in climbing aboard with a helping pull under my shoulders, feeling half dead and as brown as a nigger from head to foot in the fuel oil.



H.M.S. EAGLE seen from one of her own fighters. Of the 21 aircraft which she was able to accommodate, some were in the air when the disaster happened, but others went down with her. *Photo, P.N.A.*

The decks of the destroyer were crowded with survivors and scores more were being pulled aboard. We raided a bathroom and rid ourselves of most of the oil. The destroyer's officers and crew were wonderful. They opened up their kits and stores and soon we were all equipped with dry clothing. Many of us were sick through swallowing fuel oil, but tots of rum put our greasy stomachs right. We laughed at one another's quaint costumes. Some of the officers were dressed in long pants and vests; others in football jerseys, grey flannels and coloured shirts. Some found shirts, but draped towels formed their clothing from the waist down.

OUR late ship's war-cry, "Up the Eagles!" rang out earlier as Capt. Mackintosh came alongside on a float. He had held his command a bare six weeks. Then I saw an unforgettable scene. Another ship drew alongside, her decks packed with survivors.

As officers and men on the destroyer recognized those aboard her there was a glad bedlam of cries of recognition and bantering cheers.

I heard of many tales of heroism, of narrow escapes and humour. I met the commander first. He was wearing his gold-braided cap. He swam to the destroyer, but, knowing that gold-braided caps are irreplaceable now, he determined to stick to his and came aboard with his cap jammed on firmly.

A young Fleet Air Arm sub. swam to the ship with a rating minus a lifebelt on his back. "I heard him crying 'No Lifebelt,' he said. He climbed on to my shoulders. I told him to kick his feet. I swam with

SURVIVORS OF H.M.S. EAGLE drawing their pay on arrival at Gibraltar. They had been provided with fresh kit by the crew of the destroyer which rescued them from the oily sea; a dramatic picture of the rescuers at work is shown in the exclusive photograph in page 214.

Photo, British Official: Crown Copyright

my hands and reached the destroyer after an exhausting fight."

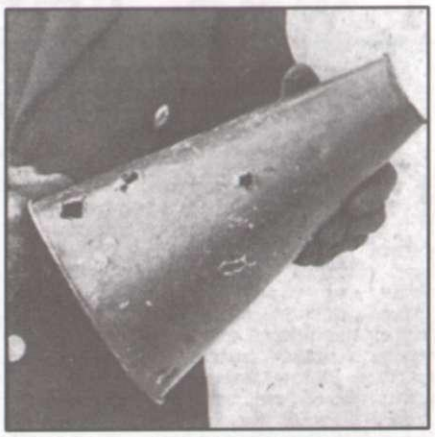
Another man on the port side of the flight deck had a leg broken by the blast of the explosion. Trailing his injured limb behind, he performed the astonishing feat of climbing up the flight deck and sliding down a rope into the water. He swam to a destroyer and was picked up.

In sharp contrast to these experiences was that of the first lieutenant, who left the ship after me.

All the men in " C " boiler room escaped. They swam in the fuel oil to the hatches, scaled half a dozen ladders, and still had time to get away and be picked up.

Later in the afternoon the survivors were transferred to another destroyer. On her, too, we found the officers and men eager to do anything for us.

We heard the glad news that 929 officers and men had been saved from the Eagle. The ward-room of the destroyer that night looked like a common lodging house. Twenty-odd officers slept on chairs, on the floor, and in hammocks, dirty and unshaven and arrayed in a weird assortment of garments.



Lt. Sidebottom's megaphone, referred to in this page, which he used throughout the exciting action against the German R-boat ; as will be seen, it is pierced by bullets and shell splinters. *Photo, News Chronicle*

I Turned the Wheel Hard Over and Rammed

On August 16 our M.T.B.s engaged German R-boats in the Straits of Dover and sank or damaged four of them without loss to themselves. Lieut. D. C. Sidebottom, R.N.V.R., who commanded one of our patrols, told the following story of his part in the action to a News Chronicle reporter.

We found the enemy much nearer the coast than usual. That stimulated every man aboard to extra effort. We made for the rearmost ship of the enemy formation and a violent action began.

We came to close quarters and ran into a hail of fire. I realized that my best chance was to ram, and I gave the order accordingly.

As we swept in a burst of pom-pom fire knocked out all four of the men on the bridge with me, including the coxswain at the wheel and my second-in-command. As the wheel swung over when the coxswain fell, the boat's head swung off and we passed under the stern of the German ship.

At the moment I was single-handed on the bridge, so I grabbed the wheel, turned it hard over and rammed. The bow of my boat was forced right into the starboard quarter of the R-boat and we continued to drift on in company.

I tried to signal "stop," but the telegraph was shot away and I had to get a rating to deliver the order. As we stopped the German ship tore herself free and made off. Later reconnaissance showed the vessel was sunk.

The second-in-command of Lieut. Sidebottom's boat said : " Though wounded in the leg by a shell splinter, Lieut. Sidebottom stood at the wheel as coolly as though on manoeuvres. A megaphone he held in his hand throughout the action was riddled by bullets and shell splinters.

RAMMING THE ENEMY SHIP provides a dramatic point to Lt. Sidebottom's description of his encounter with the R-boat, the story of which is given in this page. His brother officers are evidently amused at the gusto with which he demonstrates how it was done. *Photo, News Chronicle*

I Went Round the World to Join the Czechs

Recently there arrived in Britain to join his regiment in the Army of the Czechoslovak Republic a young Czech soldier who had spent two and a half years in making the journey. This story of his experiences is reprinted from the Czech newspaper Denni Hlasatel (Daily News), published in Chicago.

The last legal act I performed in Europe was to purchase a ticket for the last performance in a cinema in the Ostrava district of Czechoslovakia, close to the frontier with Poland. I sat and watched the performance, within the bounds of the law, and then I stepped into the law of the prairie, but of a fiercer nature. As I came out of the theatre, in fact, I walked right into the arms of some Gestapo men who were rounding up recruits for war work in Poland. The war between Germany and Poland was already raging. I was only seventeen years old, but perhaps I looked older, although I doubt that this really made a difference. They put me, together with others, into a lorry, and started us on our way to Poland. There were several stops en route, generally made to enable new Gestapo agents to make certain that the last group had not missed anything when searching us. During one such search I was relieved of my money and my watch ; during another I yielded up my leather coat.

We were at length deposited somewhere in Poland near a river, along the banks of which there had been some rather stubborn fighting done. We were given shovels and spades. I did what the others did : that is to say, I unwillingly dug trenches and willingly buried dead Germans. But even the best of occupations grows tiresome after a time ; and so, after ten days, I said to myself, Why bury Germans who have been shot by someone else ? Why not shoot Germans for someone else to bury ?

I calculated about where the Polish lines could be, and during the night I disappeared. I reached Lwow. How I did it I cannot tell now. In Lwow I was caught by the German military police, and was thrown into a prison which had not been demolished, and in which I was given nothing to eat or drink. Time passed slowly, until one morning through the strange quiet came a rumbling noise. I jumped to the window and saw a Russian tank thundering by. World events had taken pity on my plight and changed my German prison into a Russian one—not, of course, for long. As soon as I had shown the Russians that I was a Czechoslovak who wanted to join in the fighting, I was given, in the proper order, something to eat, to drink, to smoke, clothes to wear, and the means of getting to Moscow. The Russians treated me and all the Czechoslovaks of whom I know extremely well.

In Moscow I reconsidered the situation and said to myself: I can only reach France (where everything was still in order) by travelling around the globe. For this I need a great deal of money and a number of visas. I have a sister somewhere in the Antipodes, and so the Russians advised me to say that I wished to join her. They promised to give me an exit visa and thought that the Japanese would give me a transit visa. They said, further, that as soon as I reached Shanghai I should have less to worry about. Every half-hour boats were leaving Shanghai for all ports of the world.

So I asked for the necessary visa, and meanwhile set about earning the money I needed for the journey. As it happens, I am an optician in civilian life, and I found work immediately and made considerable money by the time the visa was granted. I then had all I needed except the visa for Manchukuo, of which there was, naturally, no representative in Moscow. I set out on my journey with the intention of getting a Manchukuo visa on the spot.

At one time I spent twenty-four days and as many nights in a train. Then I alighted and started working again for a time. As far as I can remember from what I read in some book or other, men made war in this way in ancient times. The soldiers sowed in spring, waited for the harvest, gathered the crops, ground the corn for flour, and then pushed on again.

I earned the means to continue my journey; and, when I had collected enough money, I went on to Manchukuo. At the frontier station, as I descended from the train, I caught sight of the honourable guard. As the soldiers saw me they raised their guns, not to present arms but rather to stand ready for action. I was hurried off to police headquarters. There I was cross-examined. Japanese officers, who spoke Russian, examined me. They asked me all sorts of things about what I had seen on my journey, You can guess the kind of things they wanted to know. I answered plainly that I did not know anything. The examination lasted a long time; and although I do not know a word of Japanese, I guessed that one Japanese officer said to another, "I have never seen such a blockhead before, let him go." They did, in fact, let me go; but I had to wait seven days in that miserable hole, with the result that the first place I stayed at in Japan, when I reached there, was the hospital. It was a very modern American hospital. It was a pleasure to be ill there. The Americans, the doctors, and sisters gave me, a Czechoslovak in Japan, the means wherewith to continue my journey to France.

THEN I went on to Shanghai. There I reported for enlistment in the army and waited for a ship. Again I sowed and reaped. I was, among other things, a waiter and also a bodyguard. That is quite a common occupation in Shanghai, in which one can easily engage. I was a bodyguard to a certain important tobacco trader. His name was Wong. I received good pay—but not for long. Through the tender care of some gangsters in the pay of a rival trader, Mr. Wong was gathered to his forefathers.

Finally I had orders to sail. We stopped at Singapore and some African ports. The journey was safe and quiet.

Now here I am in England, in the Czechoslovak army. How many miles did I travel from Ostrava to England? About 30,000.

CZECH TROOPS recently took part in a three days' invasion rehearsal in this country. Here is seen a member of a mortar crew sighting his weapon. Such men as these typify the fighting spirit of the Czechoslovak Army. The adventures of a Czech now serving with this army are recounted in the preceding page. *Photo, British Official*

OUR DIARY OF THE WAR

AUGUST 19, 1942, Wednesday *1,082nd*

Air.—Flying Fortresses attacked enemy fighter base at Abbeville.

Russian Front.—Evacuation of Krasnodar announced by Russians.

Africa.—Large contingent of U.S. Army Air Force arrived in Middle East.

Australasia.—Fortress bombers attacked Jap warships in the Solomons.

General.—Nine-hour Combined Operations raid in Dieppe area.

AUGUST 20, Thursday *1,083rd day*

Air.—Nearly 500 fighters engaged in sweep over N. France while U.S. Fortresses bombed railway yards at Amiens.

Russian Front.—Fighting continued S.E. of Piatigorsk and S. of Krasnodar in Caucasus, and on Stalingrad front round Kotelnikovo and Kletskaya.

Africa.—S. African Air Force bombers raided Tobruk.

Australasia.—Loss announced of cruiser Canberra in Solomon Is. action. Jap unit of 700 men which landed in the Solomons was wiped out by U.S. Marines.

AUGUST 21, Friday *1,084th day*

Sea.—Russian warships sank 3 enemy ships in Barents Sea and tanker in Baltic.

Air.—In air battle over North Sea, 11 Flying Fortresses destroyed or damaged 6 F.W. 190s.

Russian Front.—Fierce fighting continued in Don bend near Stalingrad.

Australasia.—Admiral Nimitz announced that on Aug. 17 U.S. Marines raided Makin, in Gilbert Is., and wrecked enemy seaplane base.

AUGUST 22, Saturday *1,085th day*

Sea.—Admiralty announced loss of H.M. submarine Upholder.

Australasia.—U.S. Marines engaged in mopping up Jap forces on captured islands of Solomons.

General.—Brazil declared war against Germany and Italy.

AUGUST 23, Sunday *1,086th day*

Sea.—Fourteen Danish fishing-vessels seized in prohibited waters and brought to British ports.

Air.—Emden bombed by two Wellingtons at midday.

Russian Front.—Fierce fighting continued for the Don crossings near Stalingrad.

Africa.—Tobruk harbour raided by our heavy bombers.

China.—Recapture of three important cities in Kiangsi announced by Chinese.

Australasia.—In raid on Darwin area 4 Jap bombers and 9 fighters were shot down.

AUGUST 24, Monday *1,087th day*

Air.—U.S. Flying Fortresses bombed shipyards at Le Trait, near Rouen. R.A.F. made night raid on Frankfurt and Wiesbaden.

Russian Front.—Germans drove wedge into defences at Kotelnikovo.

General.—Mr. Churchill arrived in London from his visit to Moscow.

AUGUST 25, Tuesday *1,088th day*

Russian Front.—Germans made further progress towards Stalingrad.

Africa.—New Zealand troops made successful raid on centre sector of El Alamein front.

Australasia.—U. S. Navy Dept, announced sea battle in Solomon Is., in which 2 Jap aircraft-carriers were damaged

Home.—Duke of Kent killed in aircraft accident while flying to Iceland.

AUGUST 26, Wednesday *1,089th day*

Air.—Russian aircraft raided Berlin, Danzig, Königsberg, Stettin and Tilsit.

Russian Front.—Russians announced advance in regions of Rzhev and Kalinin.

Australasia.—Japs made fresh landing at Milne Bay, on S.E. tip of New Guinea, in face of heavy air opposition.

AUGUST 27, Thursday. *1,090th day*

Air.—Bostons, with strong fighter escort, bombed Abbeville. Hurricane bombers hit four ships off Dieppe. U.S. Fortresses bombed shipyards at Rotterdam. R.A.F. made night attacks on Cassel and Gdynia; 30 bombers missing.

Russian Front.—Bitter fighting in outskirts of Rzhev. German thrusts in area of southern Volga slowed down.

Australasia.—Japanese fleet, attempting to retake Solomons, withdrew. U.S. naval planes sank one Jap destroyer, probably sank another, left third burning.

General.—Lord Moyne appointed Deputy Minister of State at Cairo.

AUGUST 28, Friday *1,091st day*

Air.—U.S. bombers attacked air-frame factory at Méaulte, near Albert, and fighters swept St. Omer and Etretat regions. At night R.A.F. bombers raided Nuremberg and Saarbrücken; 30 missing. Soviet bombers destroyed Finnish Army supply H.Q. at Helsinki.

China.—Chinese re-took Chuhsien.

Home.—Bombs fell on three omnibuses at Bristol, causing many casualties.

AUGUST 29, Saturday *1,092nd day*

Sea.—Admiralty announced sinking by submarine of three Axis supply ships and a tanker in Mediterranean.

Air.—Boston bombers attacked docks at Ostend and power stations in Lille-Lens area. U.S. Fortresses bombed aerodrome near Courtrai. Russian bombers attacked Berlin, Königsberg, Danzig, Stettin and other German towns.

Russian Front.—Further Russian counter-attacks north-west of Stalingrad and in Kletskaya area.

Africa.—British warships and aircraft bombarded Rommel's tank repair shops and store dumps at El Daba.

Australasia.—Allies now hold six main islands of Solomons. Jap planes raided American positions on Guzdalcanal but were repulsed with loss of seven. Flying Fortresses made heavy night attack on aerodrome at Buka.

China.—Recapture by Chinese of air base at Lishui, in Chekiang announced.

AUGUST 31, Monday *1,094th day*

Russian Front.—Germans claimed southern advance to within 15 miles of Stalingrad. Russians gained more ground in Kletskaya area.

Africa.—Rommel's forces launched attack on 8th Army's southern flank in El Hemeimat area.

Australasia.—Allied H.Q. announced withdrawal of Japs from Milne Bay, Papua, with heavy losses. Severe fighting in Kokoda area.

SEPT. 1, Tuesday *1,095th day*

Air.—Strong force of R.A.F. bombers made night attacked on Saarbrücken. Soviet aircraft raided Warsaw.

Russian Front.—Defenders of Stalingrad made further withdrawal south of city. German forces to north-west, east of R. Don, almost encircled. Axis claimed capture of Anapa; on Black Sea.

Africa.—Infantry attack in central sector repulsed. Rommel's tanks made headway in south.

Australasia.—Fierce jungle fighting at Kokoda, Papua.

Home.—Day attack on S.E. coast town Night raiders bombed towns in N.E. England.

General.—Maj.-Gen. G. R. Pearke,. V.C., commanding 1st Canadian Division appointed G.O.C.-in-C. Pacific Command.

Togo, Jap Foreign Minister, resigned. Post taken over by Premier Tojo.

Flash-backs

1939

August 23. *German-Soviet Pact of Non-Aggression signed*

Sept. 1. *Invasion of Poland.*

1940

August 19. *British evacuate Somaliland.*

August 24. *First bombs fall in central London; 52 raiders destroyed.*

August 25. *First British bombs on Berlin.*

August 26. *Chad Territory declares for Free France, first French possession to do so.*

August 31. *Eighty-nine raiders destroyed over England.*

1941

August 25. *British and Russian forces enter Persia.*

Editor's Postscript

OUR admiration for the marvellous achievements and superb spirit of the Red Army need not involve equal admiration for all the national institutions of the Soviet Republics. But there are those in England who show a tendency in that direction. Our own vast Bureaucracy with which the War has saddled us and which will probably cling to its well-paid jobs for a generation after the War, is heading, here and there, along the Soviet paths of progress. It will be an evil day for Britain if it is allowed to proceed too far on one particular path: the monopoly of publishing and the press. It may be that the Soviet method of controlling all publishing enterprise is good for the Russian people in its present stage of national development, but no sensible person would advocate its substitution for our own free press and independent publishing. Yet we have already travelled a little way in that direction. H.M. Stationery Office appears inclined to enlarge its monopoly of official publications by entering the lists as a people's publishing house in subsidized competition with publishers whose energy and enterprise in open competition have rendered invaluable service to the nation for centuries.

A BEAUTIFULLY produced booklet telling the thrilling story of Ark Royal from her building to her sinking has just been issued by H.M. Stationery Office at ninepence: a quite uneconomic price if all costs of composition and production are reckoned. But that is not my complaint: the booklet contains a good deal of matter, both textual and pictorial, which would seem to have been withheld from the press for many months so that an "exclusive" value is given to this official story, which has slowly been compiled by some gentlemen at the Admiralty. The Battle of Britain was the first of these lavishly produced and admirably compiled official booklets which have taken the bookstalls by storm, and I have just received the latest ninepennyworth by Mr. Eric Linklater, The Highland Division, in an attractive series that already includes half-a-dozen titles. No independent publisher could provide such books, requiring heavy tonnage of the best printing paper, at the price charged. The purchaser, in buying his copies of these brightly written, instructive publications, does not pause to ask himself how much he should add to the nimble ninepence out of his taxes for the maintenance of the public departments concerned in their production. One detects, moreover, a growing jealousy on the part of H.M.S.O. towards independent publishers issuing books of national importance. In my opinion, any bureaucratic ambition to snaffle the popular publishing market ought to be firmly resisted, and at present I can perceive no such effort on the part of those makers of books who are so competent to supply the public with all the literature it requires and who represent a noble craft that has given hostages to English culture for full four hundred years. One further point: these beautiful booklets actually lose in value by bearing the imprint of H.M. Stationery Office: "propaganda," sneers the hostile critic abroad (or even at home). Is he altogether wrong?

IN our valiant efforts to perform all that is required from each one of us by way of observing the numerous orders in which the liberty of the subject (laughingly so-called) has now been completely swamped, there is one direction in which punctilio is leading, I think, to a measure of waste. That is starting your black-out needlessly soon. Scores of thousands of conscientious householders begin about seven o'clock to get their houses properly blacked-out when the official hour is 7.45, let's say. Result, all is set for official darkness anything between fifteen minutes and half-an-hour in advance, and interior illumination starting so much earlier than need be involves the consumption of a good deal of electric current, gas, or paraffin that might otherwise have been avoided. At least that is what I have noticed in my own home and in the houses of others, and while one had better err on the right side, so far as the black-out is concerned, I think the possibility of waste lighting should be considered and the horrid, boring, nightly fag of blacking-out effected with neatness and dispatch to coincide with the advertised time. The only exception to this, I think, should be on unusually dark evenings, when (as happens occasionally) darkness has come upon us even sooner than the official time had allowed for. A million houses (not an improbable figure) each with even five minutes of extra black-out implies a mighty lot of ampere hours.

I WAS interested to read in a dispatch from one of the correspondents in Egypt that motor drivers and troops wearing sun helmets mean only one thing—new troops. "After a few days the men lose them, throw them away or hide them, because nobody wears them in the desert." I have often wondered why the pith helmet should be thought a necessary issue in tropical and sub-tropical campaigns. I have wandered all over Europe, Tunisia, Algeria, and Morocco, though not always in the height of summer, with nothing heavier than a panama and more often than not carrying that in my hand. In South and Central America I found that by going bareheaded I was more comfortable than wearing even the lightest of hats (a cap was worst of all), and during a motor tour through Spain in the heat of July I never once wore a head covering of any kind, nor did I notice many of the natives wearing any sort of hats, while on three Riviera holidays in blazing summers I entirely renounced headwear. My own theory is that if you perspire freely in strong sunshine you run no risk of sunstroke, while with a sun helmet or a panama you can sweat too much to be comfortable. Which may be all wrong from a doctor's point of view, but this paragraph I've just read about Tommy in the desert seems to give my opinion some support.

ALLIED LEADERS at the Kremlin. This photograph, taken at one of the meetings of the Moscow Conference last month, is historic in that it was signed by both Mr. Churchill and Mr. Stalin. It shows the two Prime Ministers in genial mood. *Photo, British Official: Crown Copyright*

AT the beginning of the War I wrote, more than once, that the progress of hostilities would inevitably involve the need for surrendering a large measure (how large I did not then foresee!) of our long-boasted liberties. Hitler is primarily to blame that Democracy in the full and proper sense of the word must go into cold storage while we improvise methods of near-despotism to fight autocracies. We can still rejoice in our Parliament even though its wings may temporarily be clipped: we know its full feathers will sprout again. But there is a detestable feature of the French Revolution, the Russian Revolution, the Nazi Revolution—of all revolutions indeed—that has sprung up with our multitudinous wartime regulations which have created innumerable new legal offences: the anonymous letter. Petty jealousies, envy, personal dislikes, breed sneaks, spies and informers. I'm told that a large proportion of the prosecutions for alleged offences in petrol supply originate in anonymous complaints from disgruntled motorists, and I have had evidence that the anonymous letter-writer is busy in other directions trying "to get one back" on this person or that to whom he may have some ill will. Even if the accused has an excellent case and is exonerated by the court the informer has the vile satisfaction of having put him to wasteful trouble. Society is right in its contemptuous attitude to the malicious informer.

FOLLOWING upon my recent remarks on Dame Rumour, Paul Tabori, author of Epitaph for Europe, told me this delightful story which should find a place in any collection of wartime wit. It was current in Holland soon after the valiant and much-enduring Dutch had recovered sufficiently from the initial blitz to muster a smile again. The Nazis had built a dummy aerodrome somewhere in Holland to mislead the R.A.F. But to no purpose, for those eagle-eyed avengers twigged the trick and destroyed the dummy aerodrome a few days later by attacking it with dummy bombs.

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